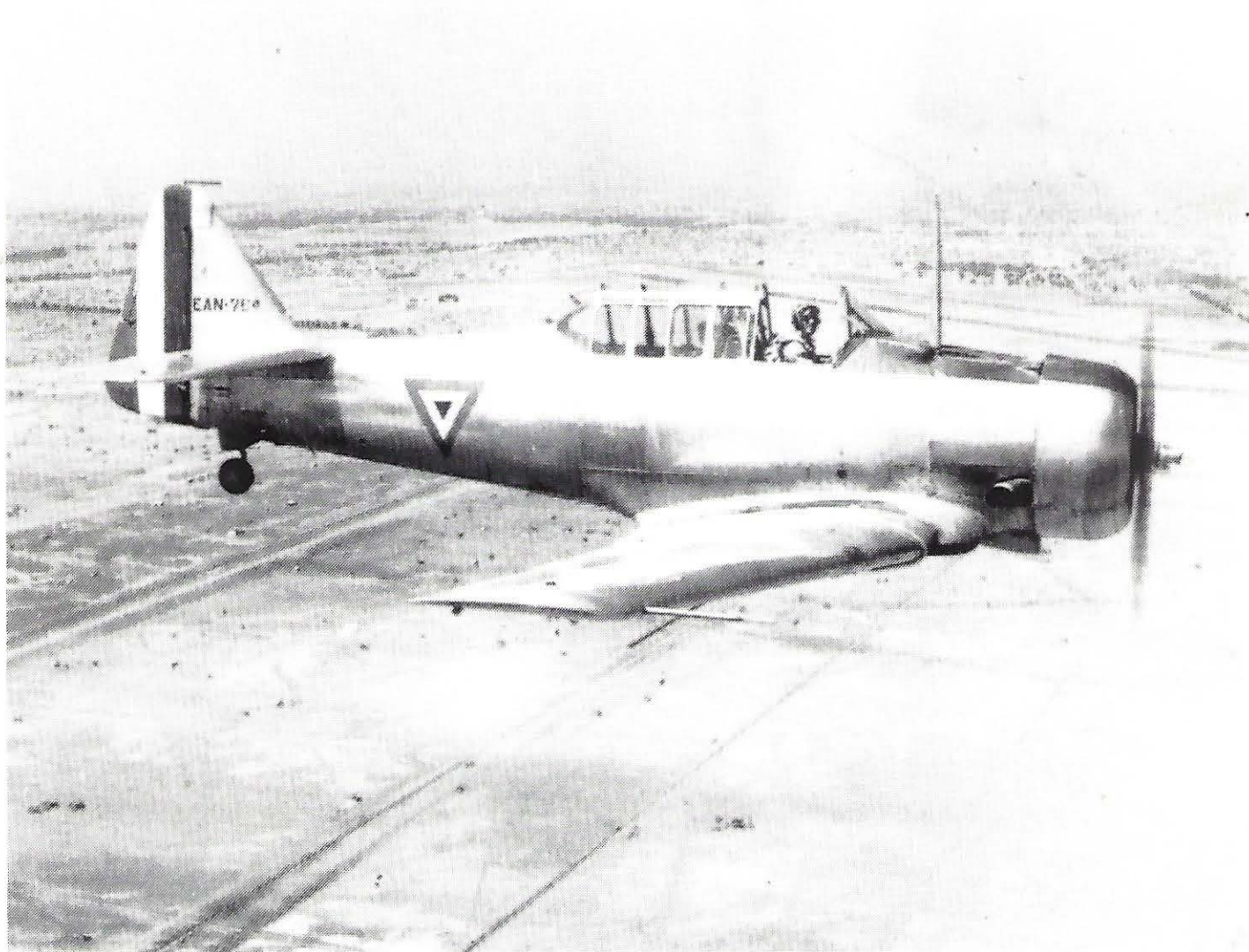


small air forces observer

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July 1988

small air forces observer

the newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

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BACK ISSUES: Either Back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of back issues and their costs, see the "SAFCH Sales Service" sheet in this issue. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

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COVER COMMENTS

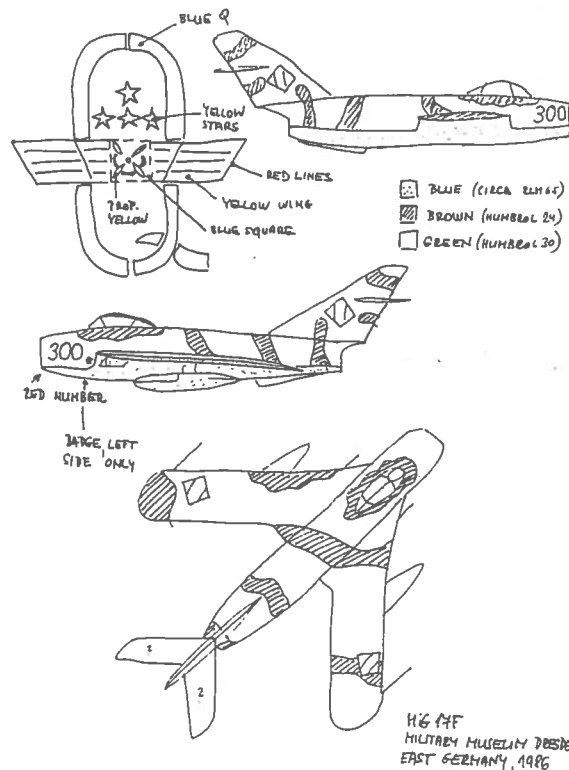
This fine photo of a Mexican Air Force AT-6C (EAN-754) of the Tactical Air Squadron flying near Mexico D.F. circa 1950 introduces the article on Latin American AT-6's which appears on page 90. (Photo via Roberto Vargas C.)

PHOTO PAGE

HUNGARIAN, EAST GERMAN, & BULGARIAN DISPLAY AIRCRAFT

- 1-2. MiG-17PF, Hungarian Air Force. Natural metal. Red '1975' with white outline. Blue 'lip' and white 'center' radome.
- 3-4. MiG-17F, Dresden Military Museum. Camouflaged brown (Humbrol 29) and green (Humbrol 30) over light blue (RLM 65). Red '300'. Badge on nose as shown below.
5. MiG-17PF, Dresden Military Museum. Natural metal. Red '850'.
6. L-29, Dresden Military Museum. Black '313'. Badge same as described for MiG-71F.
7. Yak-23, Bulgarian AF Museum, Sofia.
8. Tu-2, Bulgarian AF Museum, Sofia.

Daniel Petz (SAFCH #807), Na La'Dvi' 21, 182 000 Praha 8, CZECHOSLOVAKIA



AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

1/88 (28 pages) "Mosquitos" 1/2 page including side-view drawing of RAF aircraft with blue/white roundel. "Junkers 87A" a 3-page conversion article with 4 side-view drawings (Condor Legion & Japan). "He 111B" side-view drawing of Condor Legion aircraft. "Lightning Prototypes" 6 pages including 9 side-view drawings and conversion instructions. "Mirage Resin Parts" 2 pages including drawings on using the APMA resin parts. "Wokkas in White" 3 pages including drawings of three RAAF UH-1H's in UN and MFO (Multinational Force and Observers) markings (one with floats). "Operation Jubilee" 3 pages including 5 side-view drawings of aircraft take part in the Dieppe operation (including Spitfire Vb 'WXoC' flown by Stefan Witozenc). "Yugoslav Bf 109's" one page with side-view drawings of 109E and 109G.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien).

1/88 (24 pages) "30 Jahre Austrian Airlines" 19 pages including 17 photos and Fleet List (1958-1987).

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for US\$ 13.00, add \$3.00 for airmail, no personal checks accepted).

#68 Winter 87 (28 pages) "Mirage 5BA 'BA-43' Blue Bird" 12 pages including 5 photos (one color) and 1/72- and 1/48-scale drawings. "The Gloster Meteor F.Mk.8 in Belgian Service (Part 4)" 6 page including 8 photos, 6 side-view drawing, tables.

#69 Spring 88 (30 pages) "Gloster Meteor F.Mk.8 in Belgian Service (Part 5)" 16 pages including 11 photos (one in color), 3 side-view drawings, one 5-view drawing, 2 pages of sketches, and table of individual aircraft histories. "Tiger Meet 87" 4 pages including 6 photos (Belgian F-16, CAF F-18, Spanish F-1, & tiger-striped Portuguese G-91).

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$7.00, but they prefer to receive kits or accessories. Send material to Antonio Pereira Linhares at the above address.)

14/1 (20 pages) "Brazilian KC-137" 5 pages including drawings.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere).

2/19 (24 pages) "DHC-4 Caribou in Canadian Service" 10 pages including 7 photos, 4 side- & plan-view drawings, 1/72-scale side- and front-view, and 1/96-scale partial top view. "Caribous in U.S. Service" 4 pages including 6 photos and 5 side-view drawings. "Lysander Target Tug" a one-page modeling article. "Fairey Battle Turret Trainer" a one-page modeling article. "Canuck Sea Fury" 4 pages including sketches for detailing the 1/48-scale Falcon vacuform model.

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Best obtained by

exchange with a friend in Czechoslovakia).

26/85 (44 pages) "Letadla 39-45: Bolingbroke" one page including 2 photos and a 1/158-scale drawings. "Monografie: Republic XF-91" 3 pages including 5 photos and a 1/91-scale drawings.

1/86 (44 pages) "Letadla 39-454: Jakovlev Jak-9R" one page including 2 photos and a 1/111-scale drawings. "Monografie: Tupolev Tu-124 (Part I)" 3 pages including 10 photos. "Co Noveho: PZL-126 Mrowka" 1/2 page including one photo and a small 3-view drawing. "Z Archivu: X-28A Osprey" 1/2 page including 2 photos and a small 3-view drawing. Photos (3) CzAF An-12.

2/86 (44 pages) "Air Museum in Yugoslavia" 2 pages including 9 photos (2 color). "Monografie: Tu-124 (Part II)" 5 pages including 11 photos (2 color), 8 color side-view drawings (India, Iraq, & East German AF), and a 1/171-scale drawings. "Letadla 39-45: Curtiss SB2C Helldiver" one page including 2 photos and a 1/167-scale drawing. "Co Noveho: Augusta A-109K" 1/2 page including one photo and small 3-view drawing. "Z Archivu: Blackburn Sidcar" 1/2 page including one photo and a small 3-view drawing.

3/88 (44 pages) "Curtiss Hawk 75 and Cz. Airmen (Part I)" 2 pages including 6 photos. Letadla 39-45: Yokosuka El4Y1" one page including one photo and a 1/128-scale drawings. "Monografie: Ferber" 3 pages including 7 photos and a 1/59-scale drawing of Ferber No. 9. "Co Noveho: Zenair STOL CH-701" 1/2 page including one photo and a small 3-view drawing. "Z Archivu: Parnall Prawn" 1/2 page including 2 photos and a small 3-view drawing.

4/88 (44 pages) "Curtiss Hawk 75 and Cz. Airmen (Part II)" 2 pages including 4 photos. "Warsaw Museum" 2 pages including 8 photos (2 color). "Letadla 39-45: Aero A-304" one page including 2 photos and a 1/176-scale drawings. "Monografie: Zlin Krajanek (Part I)" 5 pages including 12 photos and 6 color side-view drawing.. "Co Noveho: Shorts Tucano T Mk.1" 1/2 page including one photo and a small 3-view drawing. "Z Archivu: Spad 61C" 1/2 page including 2 photos and small 3-view drawing.

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn 0 (01) 12 94 51; 4 issues for 90 Dkr surface, 100 Dkr airmail).

#40 (30 pages) "Antonov A-7" 3 pages including scale drawings of this Soviet assault glider. "Draken Armament" 3 pages including drawings of armament.

ENGLAND

MAGAZINE (Neil Robertson, 16 Green St., Greasbrough, Rotherham, South Yorkshire, S61 4EF, 6 issues for £12.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00)

1/88 (32 pages) "Australasian Skyhawks" 7 pages including 2 photos and 4 pages of drawings of Australian and New Zealand A-4s. "Singaporean Skyhawks" 4 pages including conversion instructions and 2 pages of drawings. "Skyhawk Kits" a one-page critical review of available Skyhawk kits in 1/72-scale. "Silver Snipes" 3 pages including 5 side-view drawings.

2/88 (32 pages) "Super Mystere B2 in Israeli Service" 4 pages including 9 side-view and 2 plan-view drawings. "Modelling the Airfix Super Mystere" 3 pages. "Polikarpov I-153 'Chaika'" 4 pages including 10 side-view drawings (China & Finland). "The Warsaw Pact

Air Forces Colours" 3 pages including 3-view drawings (port, starboard, & top) of 2 Cz. MiG-21 schemes. "Ilushin Il-2M-82FN" 1/2 page of drawings for converting Mikro kit to radial-engined version.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

5/88 #15 (24 pages) "America's First Combat Aeroplane" 3 pages including 3 photos, Methuen reference numbers, and 1/48-scale drawings of Nieuport 28. "Rockwell International XfV-12A" a one-page 1/72-scale drawing of the thrust-augmented wing V/STOL aircraft. "Hawker Fury Parade: Part 1" 4 pages including drawings and instructions for converting the Matchbox Fury into SAAF, Yugoslav, Spanish, Persian, Norwegian, and Portuguese Furies. "FH.40 Slip-Wing Hurricane" a one-page 1/48-scale drawing. (Editor's note: This issue is an example of what other modeling magazines, especially IPMS publications, should be doing.)

WINDSOCK (10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY. Four issues per year; overseas £14.00; USA/Canada US from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505)

Summer 88 4/2 (40 pages) "Sopwiths in the Shadows" 6 pages including 10 photos, 3 color side-view drawings, and 1/72-scale drawing of the Camel Night Fighter with repositioned cockpit. "Ab Initio - With the beginner in Mind" 4 pages including 10 photos on applying the Americal/Gryphon lozenge decals to the Aero72 kit of the Berg D.1. "Albatros D.IV" 4 pages on converting the Revell DIII into a D.IV with 1/72-scale drawings and 12 photos. "Archives" one page of 3 photos of Russian and Belgian Voisins. "Plane Portraits: Vicker FB5" 4 pages including 4 photos and a centerfold drawing of an undressed FB5 just as in Playboy). "Camouflage and Markings: PC10" one page with 2 color chips.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$6.50, add \$1.00 for airmail and \$1.50 for cashing personal check).

#62 (8 pages) "Mil Mi-8 in Finnish Service" 8 pages including 9 photos and 4 pages of 1/72-scale drawings.

#63 (8 pages) "Bristol Bulldog in Finnish Service" 8 pages including 10 photos and 3 pages of 1/72-scale drawings.

#64 (8 pages) "Avro 504K in Finnish Service" 8 pages including 9 photos and 4 pages of 1/72-scale drawings (one drawing of Soviet U-1).

[Note from the editors of IPMS-Mallari: "(This) is the last issue you can get at the (previous) supercheap price. Starting with issue 65 the price will be US \$20.00, but please note that there are also several improvements (more pages etc). The new price is equal to IPMS-Finland full membership fee, so we think it is fair.")

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

#32 (48 pages) "The Gloster Meteor Jet Society" 7 pages including 11 photos on modeling the Meteor.

GERMANY

MITTEILUNGEN (IPMS Germany, Oertzenweg 12b, 1000 Berlin 37; 12 issues DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia).

3/88 (46 pages) Nothing of small-air-force interest.

ITALY

AEROFAN (Gioglio Apostolo, via Ampere 49, 20131 Milano; 4 issues L 40.000).

1/88 (36 pages) "L'Aeronautica Militare Italiana nel 1987" 8 pages including 7 photos (5 in color). "Sull'Atlantico e nel Sahara gli Aerei Italiani Trionfano" 3 pages on 9 photos of S-79S and Ca-310. "Dal Freccia al Sagittario I" 7 pages including 5 photos. "North American F-86K" 11 pages including 12 photos (4 in color) and many sketches of details. (Editor's note: With its color photos and slick paper, its difficult to distinguish the "new" Aerofan from some commercial products, but the unusual subject matter and enthusiasts approach still makes this the superior product.)

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or \$18.00 overseas).

3/4 87 (32 pages) "Reggiane Re-2001 Falco II" 9 pages including 8 photos, drawings of details and corrections, 1/72-scale drawings, and 3 side-view drawings. "RAF SE-5A" 4 pages including 5 photos and 1/72-scale drawings. "L'Etiopica: La Fiat 661" 4 pages including 1/35-scale drawings of Italian armored car. "Lebanese M-113" one page with 2 photos and drawings,

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

2/88 (100 pages) Photos: Ghana MB.339A 'G800' (color); Egypt Gulfstream III 'SU-BGV'; Turkey C-47 '12-067' (color); and Cyprus Gazelle. "The Roosters of Moron" 4 pages including 5 color photos of Spanish F-5s. "War of Numbers above the Alps" 6 pages including 7 photos and table of Italian aircraft lost in WWI. "Plastimodellismo: Brewster F2A Buffalo" 3 pages including 4 color side-view drawings and sketches illustrating the differences among versions.

3/88 (100 pages) Photos: Swiss C.36 'C-464' (color) and Venezuela G.222 'FAV6620' (color). "Mirage F.1" 11 pages including 12 color photos (South Africa, Libya, & Spain), 3-view drawing, and cut-away drawing. "The Fighters of the Rising Sun" 4 pages including 6 color photos. "Testing is Believing" 4 pages including 5 color photos of Japanese aircraft. "Pedro, Alias He 111" 6 pages including 10 photos (one color) and tone drawings of Spanish He-111s. "Plastimodellismo: Two-Place Skyhawks" 4 pages including 3 color photos (New Zealand and Malaysia) and 2 color side-view drawings (RAN).

4/88 (100 pages) Photos: Hungary Su-22 '14' (color) and Botswana CN-235 'OG1' (color). "Starfighter al Capolinea" 4 pages including 4 color photos of Turkish F-104s. "Comrade Baron di Bartini" 6 pages including 8 photos of the Stal-6 & -7 and Jer-2.

5 87 (100 pages) Photos: Panama CASA 212 'FAP 250' (color) and Canada Dash 8 (color) & CF-5 (color). "Tracker all Malvinas" 4 pages including 6 color photos of Argentine Trackers. "1923: Italian Air Force at the Garda Maneuvers" 4 pages including 5 photos of Fiat

BR and Ansaldo A.300. "Plastimodellismo: Bearcat" 3 pages including 4 color side-view drawings (Thailand).

NORWAY

LIMTUBEN (IPMS-Norway, PO Box 70, N-2831 Raufoss)

Vol.13, Nr.1 1987 (28 pages) "F-16 in Norwegian Service" 25 pages including 38 photos and 8 side-view drawings. "Norwegian Fury" 2 pages including 3 photos and 1/72-scale drawings. Color photos: Norwegian F-16 and Douglas A-8.

ROMANIA

MODELISM TEHNIIUM (Rompresfilatelia, PO Box 12-201, Bucuresti, Calea Grivitei 64-66, ROMANIA; one year - 4 issues - \$10.00.)

1/88 (32 pages) "Romanian Hurricanes" 5 pages including color side-view drawings and 3 pages of 1/53-scale drawings. "Boeing 767" 2 pages of 1/200-scale drawings. "Vostok" 2 pages of 1/111-scale drawings. And, all the usual drawings for ships (Romanian mine layer & USS Keokuk ironclad), locomotives, and cars.

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542)

#9 (18 pages) "BAC 167 Strikemaster" 9 pages including list of non-RAF users and side-view drawings (both port and starboard) of 4 RSAF aircraft. "Tracked Rapier" 7 pages including scale drawings.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00).

#120 July 88 (106 pages) "A Brief History of Early Japanese Aviation" 23 pages including 53 photos and 1/46-scale drawings of 1912 Narahara 'Otori'. "Norwegian Farman F.46" 5 pages including 10 photos and 1/98-scale drawings. "Eastchurch Kitten" 2 pages including 2 photos and 1/46-scale drawings. "Aristide Faccioli and Early Italian Aviation" 5 pages including 7 photos and five 3-view drawings. "Daimler L 6, Fokker V8, and Fokker V11" 3 pages of 1/62-scale drawings. "Lohner Pfeilflieger, Barron Flecha, and Barron W" 3 pages of scale drawings. "American Nieuport 12" drawings of aircraft in unusual 'star' insignia. "Time's Tarmac" 7 photos of Lohner

L.127 flying boat - then and now.

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00)

#6 April 1988 (76 pages) "The Wright Whirlwind Story" 10 pages including 4 photos of aircraft and 3 pages of drawings of engines. "Aeronca C-3" 7 pages including 10 photos and 2 pages of 3-view drawings. "Chronology Highlights 1930-1931" 5 pages including 5 photos. "Caproni Ca 100" 5 pages including 6 photos and 1/72-scale drawings. (Editor's note: Anyone have information of the Peruvian Ca-100s?) "Navy & Marine Aircraft 1926-29" 9 pages including 20 photos. "1925 National Air Races" 8 pages including 21 photos. "Fokker F-VIIB Factory Drawings (Part 2)" 7 pages. "Panama 1928-29" 4 pages of 12 photos.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$7.00 for US, \$8.00 all others).

#67 (16 pages) "The Open Cockpit" Halberstat CL.II and Aviatik D.I.

AIR INTERNATIONAL VOLUME 34

Canada: Expanding Markets for the DASH-8, No 2, p 59.

Thirty Years and still Counting (CAF's Trackers), No 4, p 180.

France: Etendards over the Atlantique, Vol 34, No 1, p 7.

Hungary: From Rebirth to Reliability (HAF), No 6, p 290.

International: International Restoration (Polish Albatros B.IIIa and German Jeannuin Taube), No 2, p 30.

Italy: A Second-String Arrow (Fiat G.50), Part I, No 5 p 251, Part II, No 6, p 295.

Peru: Andean Air Power, No 5, p 224.

South Africa: The Tip of the Spear (SAAF), No 4, p 263.

Spain: Isolated Iberian? (EdA), No 3, p 111.

Switzerland: Evaluating at Emmen, No 4, p 195.

Compiled by Tor A. Scott (SAFCH #403), 168 59th Ave., Chomedey, Laval, PQ, H7V 2B8, Canada.

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Information Available

"My own research is in the period from 1936 to 1948 (WWII). I have been collecting and studying material of this era for over twenty years. As part of the process, I have compiled a bibliography that lists drawings and photographs by nationality of markings. I have over 14,000 entries and I'd have half again as many if only I had the time and money to keep current with everything that's published.

"Despite having a Macintosh, I have never put this bibliography on computer, again because of time constraints. Even in this day and age, 4x6 cards still work pretty well.

"If any SAFCH members are interested, I will happily answer their inquiries. All I ask is an SASE. I have about 85% of the indexed material in my own library, in event the suggested exchange service gets going."

Mark Schynert (SAFCH #846), 35912 Vivian Place, Fremont, CA 94536.

Romanian Book Wanted

"Have you heard anything about or seen the book 'Istoria Aviatiei Romane' (History of Romanian Aviation)? This was published in 1984 and despite my best efforts, I haven't been able to get a copy from my Czech or Soviet contacts. It would make a great companion to the book on Romanian aircraft. Can any of our readers help?"

James Davilla (SAFCH #337), 3455 Wine Cask Way, San Jose, CA 95124.

Uruguayan Pen Pal

"Aeronautical historian requests exchange of illustrated information on aircraft, gliders, and helicopters with other people having the same interest. Only requisite is absolute seriousness. Can correspond in Spanish, English, or French."

Conrado Belli, Blanes #3465, Fray-Bentos, Rio Negro, Eastern Republic of Uruguay.

EARLY SIAMESE MILITARY AIRCRAFT

A Few Starting Points

1. Military aviation in Thailand started in 1914 when work began on Don Muang airfield, just north of Bangkok. On 23 March 1914, the Siamese Flying Corps (SFC) was established, with an initial equipment of four Breguet biplanes and four Nieuport monoplanes that had arrived in Siam five months previously. My references give several different designations for the Breguets - '1913 biplane', 'Type U1', and 'Type L1', but the Nieuports are universally referred to as Type N.G monoplanes. A replica of the Nieuport type is currently serving as a 'gate guardian' at the RTAF Museum. Delivery photos of both types are included in "A History of Aviation in Thailand" and, as common with aircraft of the period, no markings of any kind were carried on their unpainted fabric.

2. During WW1, Siamese pilots of the SFC took part in operations over the Western Front in France in late 1918, under the guidance of the French Armee de l'Air. I've never seen any information or photos of these operations. There isn't even anything in the RTAF Museum. Can any reader help?

3. In 1919, the SFC became the Royal Siamese Aeronautical Service (RSAS), but it remained a component of the Siamese Army.

4. In October 1936, the RSAS was separated from the Army, becoming the Royal Siamese Air Force (RSAF) in April 1937.

5. Siam was named Thailand in June 1939, thus the RSAF became the Royal Thai Air Force (RTAF).

6. Siamese military aircraft used the now current RTAF red-white-blue-white-red roundel from at least 1919 until (probably) late 1940. It was then changed for a red-white-blue-white-red rectangular Thai flag marking above and below the wings. (Thai aircraft seem not to have used national markings on the fuselage until after the end of WW2.) This change was almost certainly caused by the outbreak of the Franco-Thai War of 1940-41 when the similarity of the French and Thai roundels could cause embarrassing confusion. (See Air Enthusiast Quarterly #25 for details of the air war.) At some time after the Japanese occupation of Thailand in December 1941, the RTAF insignia was changed to a red rectangle with a white running elephant. (This insignia is based closely on the pre-1917 Siamese flag.) Several sources have shown Ki-43 Oscars with this insignia on the fin and underwing, but with Japanese red discs retained above the wing. Did all Thai aircraft carry Japanese "meatballs" on the wing upper surfaces, or was this restricted to aircraft supplied by the Japanese during WW2? Can any reader help? Also, can anyone pin down the exact date when the white elephant insignia was introduced? During WW2 all Thai aircraft also carried a white stripes on the rear fuselage, similar to those carried on Japanese Army aircraft.

7. Immediately post-war (at least by late September 1945) the RTAF reverted to the pre-war (and current) roundel. At this same time, the white stripes on surviving aircraft were also overpainted.

8. A couple of final points. Thai script can be written in as many different styles as

can our own letters and numbers. On the sketches, I've tried to show it as it appeared on the actual aircraft. This script can be obtained in 'Letraset' dry print. I have some I bought in Thailand, but it's actually manufactured in Holland (trade name 'Mecanorma') and I've seen some made in the USA, so it's possible that it could be obtained in Europe and America.

9. Finally - all the Thai lettering on the drawings was translated by my Thai girl friend. This should ensure 100% accuracy; but please address any complaints to Miss Jit, not to me!

Siamese Spads

Fig. 1. SPAD XIII, Royal Thai Air Force early 1920s.

Colour scheme appears to be the French-style 5-colour WWI camouflage. The front of the fuselage and the engine panels seem to be light grey with dull metal fuel tank and lower motor panels. The wing struts are varnished wood, while the undercarriage struts are unvarnished wood.

Insignia & markings: Thai roundels definitely under lower wings; probably above upper wings. Stripes on rudder are per Thai flag.

A. A rather flamboyant Thai number '3' in white on the fuselage.

B. 'Lift Here' in Thai script in white; above handhold on rear fuselage, immediately under A.

C. The Thai script on the fuselage, in white, translates as 'Chanthaburi Province 2'.

D. The Thai script on the rudder, in black; first figure is Thai letter 'B' (pronounced 'bor'), second is Thai numeral '1' meaning 'single-seat'.

E. Style of lettering of 'PHOTO' on the fuselage just above the rear of the exhaust pipe. Small black panel on drawings shows exact position.

A few other points about this machine: The front fuselage panel (marked 'X' on the drawing) was removed to increase cooling, thereby revealing internal details. Wire strut wheels. Airfoil on axle was removed. Small windshield. Armament definitely carried.

Fig. 2. SPAD VII, Royal Thai Air Force, early 1920s.

Colour scheme appears to be two-tone upper surfaces (dark earth/dark green?) over bleached linen. The photo is so muddy that the fuselage scheme can not be determined, but the upper wing surfaces are as shown. Belly fuel tank and lower cowl are dull natural metal or light grey. Wheel coverings are bleached linen. Struts, including the undercarriage, are varnished wood. The drawing of the upper wing shows the position of the Thai roundels (from outside - red/white/blue/white/red). The roundels on the S.XIII are similar full-chord style. Other markings are similar to those on the S.XIII, although the rudder symbols are slightly smaller.

A. The Thai number '10' in white on the rear fuselage.

B. The Thai script, in white on the fuselage, translates as 'Chaopukrong Nakom Nam Tin Neng 1'.

SPAD XIII

1



B นกอินทรี

C ทบิพจันหวัดจันทบทิ ๓

D ๒๑

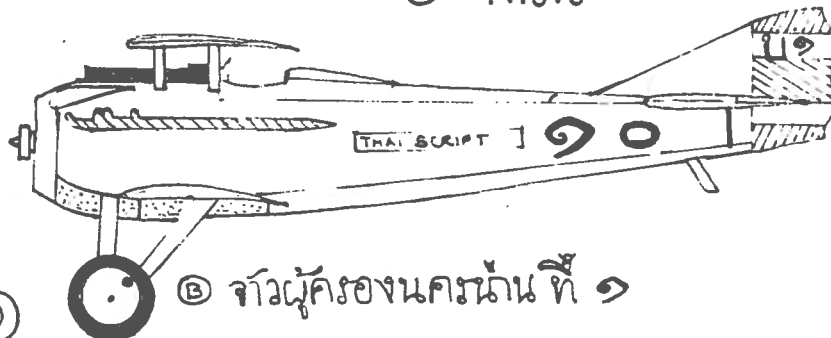
E PHOTO

SPAD VII

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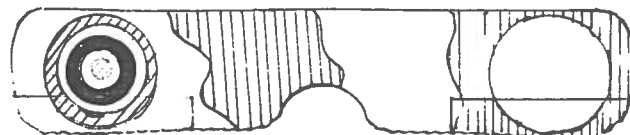
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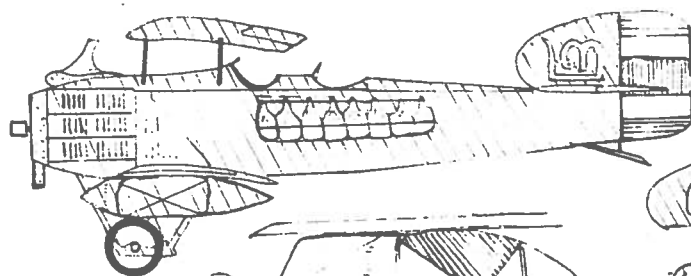
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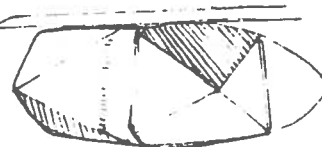


BREGUET XIV

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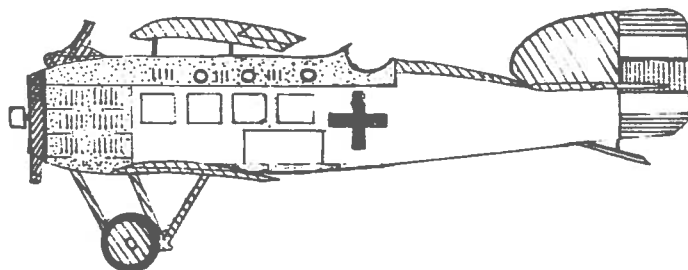
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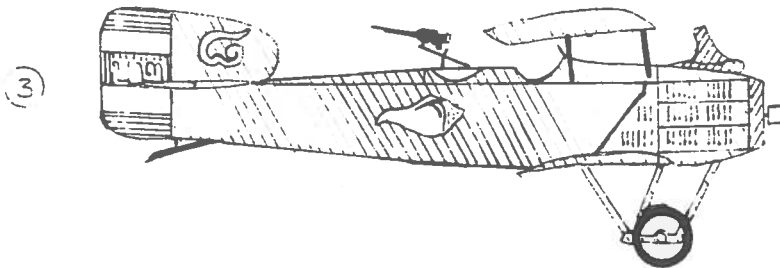
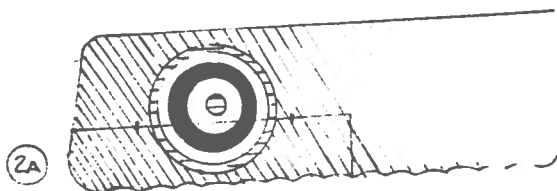


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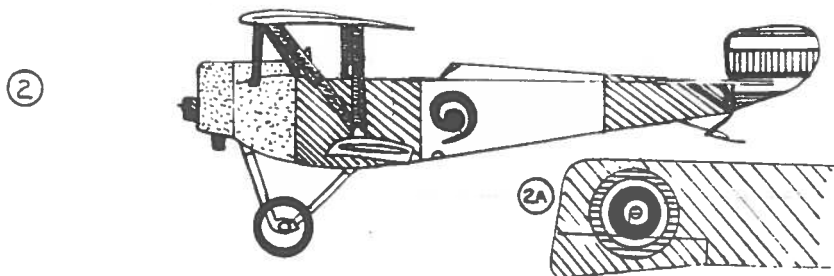
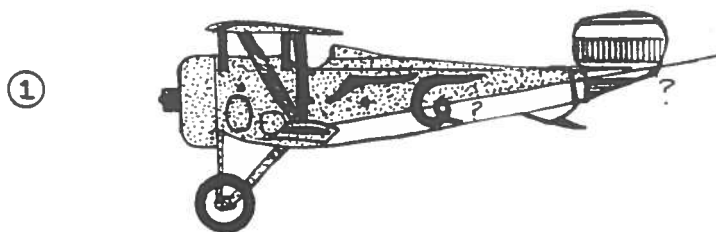
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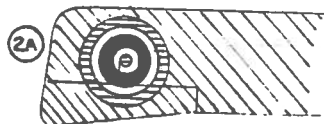


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NIEUPORT 17

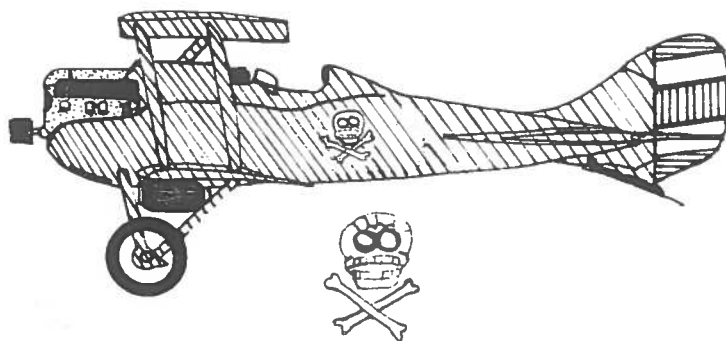


NIEUPORT 12



NIEUPORT-DELAGE 29

3



The aircraft appears to be a completely standard Spad VII with small windscreen.

Photos of both aircraft appear in "History of Aviation in Thailand". The Thai AF Museum at Don Muang, Bangkok, has a model of a Spad XIII in its collection which is dark green overall with the usual Thai wing roundels and rudder stripes. A skull and crossbones, in white with black detailing, of the style shown in Fig. 3 is carried on the rear fuselage.

Siamese Breguets

Fig. 1. Bre XIV mailplane, Royal Aeronautical Service, early 1920s.

Note mailbags slug in a net on the side of the fuselage and mail carriers under the wings. Dark green overall, mid-grey radiator panels and exhaust. White Thai number '2' on fin. Red/white/blue/white/red rudder stripes. Note that on all Thai flags the Blue stripe is 1.5 times the width of the red and white stripes. Mail bags are white canvas.

1A. Sketch of the underwing mail carrier.

1B. Fin and rudder of a survey Breguet XIV. White Thai number '4' on fin and Thai symbol on rudder. Otherwise identical to Fig. 1, except that there are no mail bags or underwing carriers. Straight trailing edge to the wings. Neither of the above aircraft seems to carry wing roundels.

Fig. 2. Bre XIV Ambulance, Royal Siamese Aeronautical Service, 1920s.

Dark green overall. Natural metal cowl and fuselage panels with mid-grey radiator panels and exhausts. Fuselage sides white. Red Cross under pilots cockpit. Usual red stripes. The trailing edges of the wings are straight.

2A. Bre XIV Transport. Identical to Fig. 2 but does not have white fuselage sides or Red Cross. Carries wing roundels as shown.

Fig. 3. Bre XIVa2, RSAS, mid-1920s.

Dark green overall. Midgrey radiator panels and exhaust. White Thai number '8' on fin. White sea-shell insignia on fuselage. Usual rudder stripes with white Thai letters on blue stripe. Twin Lewis guns in rear cockpit. Apparently no wing roundels.

Fig. 4. Breguet Mailplane.

Dark green overall. Mid-grey radiator panels and exhaust. White dancing elephant on the fuselage, with illegible Thai script below it. Thai number '13' on fin in white. Usual rudder stripes with Thai symbols on blue stripe. This machine has underwing mail carriers, but no fuselage-carried mail bags.

4A. Elephant insignia; white with black details.

Fig. 5. Thai symbols carried on blue rudder stripe of above aircraft. Translates as 'B2' meaning '2-seat'.

Sources of photos: "History of Aviation in Thailand".

Siamese Nieuports

Fig. 1. Nieuport 17. This could just possibly be a Nieuport 11 with a circular N.17-type engine cowling. No Armament.

Silver overall; black symbols on fuselage, second symbol is partially hidden on the

photograph, but is almost certainly the Thai number '4' as drawn. Siamese roundels under the lower wings and probably above the upper wing, plus Siamese rudder stripes.

From photo in the Thai AF Museum at Don Muang, Bangkok.

Fig. 2. Nieuport 12.

The upper surfaces of the wings and tailplane are faded dark green. The center and rear portions of the fuselage are very dark (black?, red? blue?). Remainder of the fuselage is either silver or bleached fabric. The crudely drawn symbol on the fuselage (a Thai number '1') is black. Varnished wood struts.

2A. Thai roundels on upper surface of the wing.

Photos in AEROPLANE MONTHLY (Britain), June 1986.

Fig. 3. Nieuport-Delage NiD-29.

This drawings is a composite made from a photo in the 1927 JANE'S and a model in the Thai AF Museum. The JANE'S photo shows three Siamese NiD-29s, one of which carries an insignia which looks like a skull and crossbones. The other two are identical except for the lack of insignia. The model carries a skull-and-crossbones insignia of the style shown in Fig. 3A.

The aircraft is dark green overall with natural metal engine panels. Wing struts are probably varnished wood. Usual roundels above and below wings, plus rudder stripes. Note rudder stripes are parallel to aircraft's ground line. Insignia is white with black details.

Fig. 4. Thai flag (until 1940 Siamese flag). Red/white/blue/white/red. Note that the central blue stripe is 1.5 times the width of the red and white stripes, a proportion that is retained on Thai roundels and rudder stripes (at least theoretically).

The NiD-29s served along with the Spad XIIIIs with the 1st (Pursuit) Group of the Royal Siamese Aeronautical Service, while the Nieuports were used as trainers.

John MacGregor (SAFCH #766), 13 Foggyley Gardens, Dundee, DD2 3LG SCOTLAND

(John writes: "I need colour schemes for the following aircraft of the RTAF - Hawk II, Mansyu Ki-79, Miles Magister, and Douglas AC-47. For the future, I am thinking of doing something similar on Laos. I have colour schemes for MS-500, Beaver, C-47, AC-47, T-28D, plus Mi-8 of the current regime. I need serial numbers for the following types transferred to Laos: L-19/O-1, Aero Commanser 520, AT-6, C-123, H-34, & U-17 (Cessna 185). Perhaps one of our US readers has access to the relevant history cards. Schemes for Royal Air Lao aircraft would also be welcome. I am also working on articles for other South-East Asian air forces, but I need assistance on markings schemes for Burma (Mosquito, T-33A, Oxford/Consul); Cambodia (Skyraider, AT-37, UH-1, An-2); North Vietnam (Il-28, L-29 Delfin); and Civil Viscounts & Carvelles from Cambodia and Laos.")

History of Aviation in Thailand

A HISTORY OF AVIATION IN THAILAND, Lumholdt and Warren. Published by Travel Publishing Asia Ltd., 1801 World Trade Centre, Hong Kong. ISBN 962-7088-05-6. 100 pages, A4 size, hardback. Available at £12.95 from Midland Counties Publications, 24 The Hollow, Earl Shilton, Leicester, LE9 7NA, England, or \$21.95 from Aerofax, PO Box 200006, Arlington, TX 76006, USA

A good English-language history of Thai aviation has been needed for a long time. Unfortunately, this isn't it. The title is not strictly accurate as the authors make no attempt to cover anything other than the history of civil aviation in Thailand. However, there are some nice shots of RSAS Spads and Breguets, and delivery shots of the RSAS's first types (Breguet 1913 biplane and Nieuport IV monoplane). Otherwise, there is nothing about military aviation; nothing about Thai participation in WWI, the build-up of the Siamese AF in the 1930s, its part in WW2, or even its post-war history.

The book starts off quite well. The first chapter on pioneering aviation in Siam is rather good, but then it loses its way. Are seven pages of photos of Royal Coronations, Thai Princes, and Railway Openings(!) necessary in a book about aviation history? Later, we also get two pages of aerial views of Bangkok, plus double-page photo spreads of a KLM F.VII and a Lufthansa Ju52/3m, again hardly vital subjects for a history of Thai aviation.

The final 44 pages are concerned exclusively with the post-war founding and expansion of Thai Airways and its subsidiaries. Undoubtedly important, but why are 12 pages spent on reproducing Thai International advertising posters?

If this had been a series of articles in Thai International's in-flight magazine, it would have been exemplary (as is Thai Int. as an airline). If you are willing to pay about \$22 for about a dozen photos of early Siamese AF types (some of which are admittedly excellent), fine. If not, save your money towards a trip to Thailand.

John MacGregor (SAFCH #766), 13 Foggyley Gardens, Dundee, DD2 3LG SCOTLAND

[Editor's note: Aerofax's description of this same book is as follows: "... describes in many rare and very unusual photographs and a germane text the history of Thailand's struggle to develop an aviation community and both a civil and military aviation capacity. Designed and produced to exceptional standards ..., this is a beautiful and exceptionally rare book that should prove of great interest to aero historians and airline buffs, alike." Need another opinion? Here's the review that Leonard Opdycke will put in a future issue of WWI AERO: "Most of our files are thin on the histories of aviation in most small countries, so this book makes a valuable addition. Its pitch is the rapid growth of aviation esp airlines, esp Thai Airlines, in Thailand (ex-Siam). Belgian pilot van den Born flew his big Farman in what is now central Bangkok - then out in the suburbs - on 31 January 1911. The Air Service, as it grew, depended heavily on imported and then local-built Breguet XIVs and Spads VII and XIII. Very quickly the book turns to the start of Thai Airlines, and the bulk is about its aircraft. Lots of unfamiliar photos (of early Thai aircraft in lovely markings), a few mis-captioned."]

History of the X-Planes

THE X-PLANES X-1 TO X-31 by Jay Miller. 216 pages 22 cm by 29 cm; illustrated with photos and 3-view drawings. \$29.95 Orion Books, 225 Park Avenue South, New York, NY 10003. 1988

While not strictly qualifying as "small-air-force" material, unless NACA/NASA can be considered a small air force, this book is reviewed here both because it is a good book and because the author is a good friend and supporter of the SAFCH. Anyone who is familiar with Jay Miller and the products of Aerofax will know that this is not just a good book, it is an excellent book.

The technical quality of this book is to the high standards we have come to expect from Aerofax. Well bound between sturdy covers are 216 pages of information printed on a glossy paper that ensures the highest quality of reproduction for the many photos.

This book covers all X-planes from the Bell X-1, of "The Right Stuff" fame, to the yet-to-fly

Rockwell International/Messerschmitt-Bolkow-Blohm X-31A. Each aircraft type gets its own chapter with excellent general arrangement drawings (by Mike Wagon), a full history, many photos, specifications, and a table listing all flights. The amount of coverage, of course, is proportional to the importance of the aircraft. The well-known X-15 receives 18 pages including 18 photos, while the Lockheed X-27 Lancer receives 4 pages and 6 photos. The text, as expected from Jay Miller, is authoritative and well written.

This book is a visual feast for anyone interested in the unusual in aircraft configurations. Across the pages of this book fly strange and wonderful machines, both manned and unmanned, low speed and high speed, short takeoff and long takeoff, practical and impractical. Most were designed for war but some had their origins in the search for pure knowledge. Standing apart from this collection of macho high-tech machines are such oddities as the X-25A DDV (discretionary descent vehicle); merely a rotor attached to a seat that was supposed to give the "crew member who was forced to abandon his aircraft the option of landing other than where wind and gravity dictated". Only slightly more sophisticated in concept are the Schweizer X-26A glider and the Pereira X-28A Osprey single-seat seaplane.

The general arrangement drawings are gems that should excite more than one modeler into a scratch-building frenzy. All modelers will appreciate the color information provided on each drawing as well as a list of available kits for each aircraft. It is surprising that kits once existed for so many of these aircraft, but the fact that most of these are out of production is a sad commentary on the limited interests of today's modelers (or is it the manufacturer's perception of this interest that is to blame). Kits by the major manufacturers that are readily available today include only the Monogram X-15 and Hasegawa X-29 in 1/72 scale and Revell's X-1 in 1/32-scale. Several other X-planes can be found as collector's items or as vacuform and resin kits not likely to be found on the shelves of your local hobby shop.

The X-PLANES is the perfect book for anyone who appreciates the unusual and outrageous in aircraft design. Come to think about it, this should mean you, because you

wouldn't be reading the SAFO unless you had a penchant for the exotic.

Aircraft of the RAF

AIRCRAFT OF THE ROYAL AIR FORCE SINCE 1918, eight edition, by Thetford. 685 pages 14.5 cm by 22 cm; illustrated with photographs and general arrangement drawings. £ 25.00 from Putnam Aeronautical Books, Conway Maritime Press, 24 Bride Lane, Fleet Street, London EC4Y 8DR England. 1988

This is the eighth edition of an indispensable book that was first published way back in 1957, even before some SAFO readers were born. It has been nine years since the last edition was published, so there was much new material to be added.

Just in case you've been in the African jungles for the last thirty years and do not know that Putnam aircraft books are among the best available, a brief description follows: Each aircraft type used by the RAF since its formation seventy years ago is covered in one or more pages with text (describing the development, service use, and important events); a list of squadron allocations; a table of technical data; one or more photos; and a general arrangement drawing. The quality of the Putnam books have always been first class, and this book is no exception: sturdy binding (important in a book such as this that will be referred to so frequently), high-quality paper, and excellent reproduction of the photos are the hallmark of the Putnam series.

A significant improvement over previous editions of the RAF book is the inclusion of variants in the main body of the book rather than relegating them to an appendix where they are hard to find, or where, worse yet, they may be missed completely. Properly left to appendices are (A) aircraft types that were used in small numbers (e.g. the Brewster Buffalo is in the main text, but the Brewster Bermuda is in the appendix), (B) aircraft impressed 1939-45, (C) gliders, and (D) missiles.

Although this book describes only RAF aircraft, it is still of value to the small-air-force enthusiast. When I read somewhere that the Mesopotamian Air Force use a few British-built Cummingsshire Cuneiform fighters, and I don't remember what this aircraft looked like, I immediately head for Thetford's book. If its not in there, I know I'm either in for a long search or I should wait until Putnam publishes its definitive study of Cummingsshire Ltd. If I'm luck and the aircraft is in Thetford's book, there will be a good general arrangement drawing that I can have enlarged to 1/72 scale. Can you imagine the attention a Cummingsshire Cuneiform in Mesopotamian markings would attract at the next contest?

If you don't have AIRCRAFT OF THE ROYAL AIR FORCE SINCE 1918 on your library shelf, you are missing out on a good thing. If you have an older edition, sell it to some more unfortunate soul and treat yourself to the latest edition.

Electric Aircraft?

ENGLISH ELECTRIC AIRCRAFT AND THEIR PREDECESSORS by Ransom and Fairclough. 384 pages 21.5 cm by 14 cm; 250 photos and 47 general arrangement drawings. £ 20.00 from Putnam Aeronautical Books, Conway Maritime Press, 24 Bride Lane, Fleet Street, London EC4Y 8DR England. 1987

If you have not seen this book, you can be excused for thinking that a book on the aircraft produced by the English Electric Company might be very slim. After all, the average aviation enthusiast would run out of ideas after naming the Canberra and Lightning, although a few old timers might come up with the Wren. Even then, they wouldn't be too far from naming all the aircraft that carried the English Electric name; the only types missed are the obscure Kingston and the even more obscure Ayr flying boats. While these five aircraft might make the bases for a pretty fine book, the addition of "and their Predecessors" to the title makes for a really fascinating study.

This book begins, in the usual Putnam style, with a 73-page "Company History" which does not get to the incorporation of The English Electric Co Ltd in December 1918 until page 28. But, then only a few pages later (on page 34) the aircraft department is closed (April 1926) not to be resumed until page 39 (mid-1938) with the beginning of license production of Handley Page Hampdens and later Halifaxs and de Havilland Vampires. It is not until page 51 (1945) that design work begins on what was to become the Canberra.

The rest of the book is a type-by-type description of the aircraft designed by the English Electric Company and their Predecessors. In the first 79 pages of this section, are found (just to mention those aircraft for which general arrangement drawings are included) the Howard Wright-Capone helicopters, Howard Wright 1909 biplane, Scottish Aeroplane Syndicate Avis, Howard Wright 1910 Biplane, Coventry Ordnance Works 1912 Military Trials Biplanes, Phoenix P.5 Cork Mk II, English Electric S.1 Monoplane, English Electric P.5 Kingston Mk III, and English Electric M.3 Ayr. These are all little-known aircraft, but the pride of place among this collection of esoterica most certainly belongs to the Ayr. This biplane flying boat had the lower wings attached to form an extension of the planning surface of the hull. These wings were provided with a pronounced dihedral so that, at when the aircraft was at rest in the water, their inner sections were completely submerged. As the Ayr gained forward speed, the hydrodynamic lift of the wings was supposed to raise the aircraft out of the water. Not surprisingly, the Ayr never left the water although a lot of splashing around accompanied the attempts to get airborne..

The next 117 pages are devoted to the Canberra and Lightning. It is in these chapters that the most obvious small-air-force connections are made, with photos of the Canberras supplied to Ecuador, India, Venezuela, New Zealand, Sweden, South Africa, West Germany, Peru, Australia, Ethiopia, and Argentina; and Lightnings in the markings of Saudi Arabia and Kuwait.

The final 30 pages of the main part of the book describe the participation of English Electric in the development of the British Aircraft Corporation TSR.2.

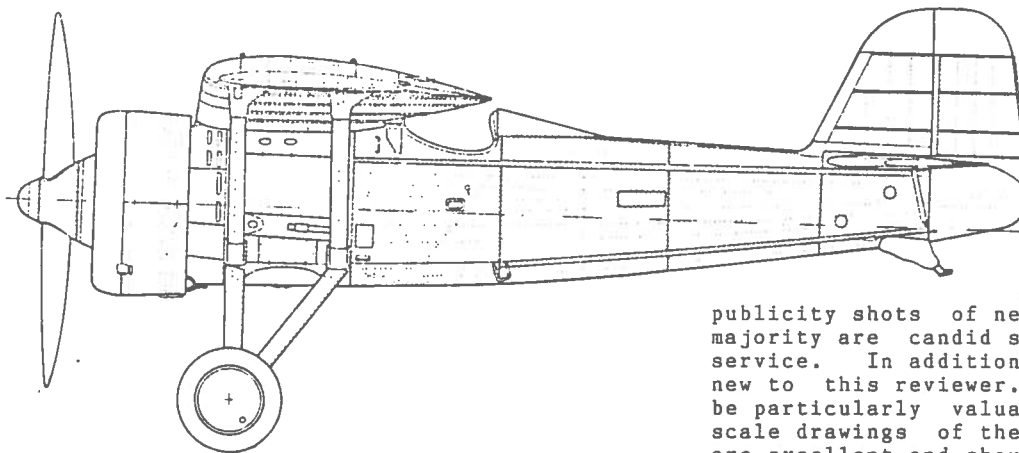
Appendices include: (A) Sub-Contracted Production (including photos of BE.2a, BE.8a, RE.7, BE.12, RE.8, Snipe, Short 184 & Bomber, MF Longhorn, AW FK.10, Felixstowe F.3, Fairey Atlanta, Handley Page Hampden & Halifax, and de Havilland Vampire). (B) Licensed Production - Martin B-57. (C) Projected Aircraft (18 general arrangement drawings). And, (D) Summary of Aircraft Production and Service Use (with overseas orders separated for easy reference by small-air-force enthusiasts).

Hopefully, ENGLISH ELECTRIC AIRCRAFT AND THEIR PREDECESSORS is the first of a series of Putnam books that will fill the remaining gaps in their coverage of British aircraft companies.

Fighter Aircraft of the September Campaign

SAMOLOTY MYSLIWSKIE WRZESNIA 1939 by Cieslak, Gawrych, and Glass. 148 pages 20 cm by 29 cm. Illustrated with photographs, scale drawings, color drawings, and sketches. AeroHobby, Warsaw 1987.

With the 50th anniversary of the September Campaign a little more than a year away, what could be more appropriate than a book on the fighter aircraft that participated in the opening battles of World War Two? From Poland comes an excellent study of the PZL P-7a, P-11a, and P-11c along with the Messerschmitt Bf-109 and Bf-110. The fact that Andrzej Glass is one of the authors should be sufficient reason to suspect that this should be a good book. A look inside quickly reveals that it is a very good book indeed.



PZL P-11a

The first two chapter (19 pages) reviews the role of aviation in the war plans of the major future combatants and describes the status of fighter development in the 1930s. Included are photos of the fighter aircraft in service or under development at the beginning of the war for Poland, Germany, Italy, Russia, France, Great Britain, USA, Czechoslovakia, Yugoslavia, and Romania. A 3-page table lists the specifications of these fighters.

The authors get down to business in the third chapter (21 pages) with a discussion of the P-7a. They describe its development, production, prewar service, combat activities, and they give a technical description. This chapter includes 45 photos. A table lists the unit, squadron insignia, fuselage number, evidence number (e.g. 6.17), and tactical number (e.g. 82-K) for 20 aircraft for which photographic evidence exists. The chapter ends with a very attractive 4-page set of 1/41-scale drawings of the P-7a.

The P-11 is taken up in the fourth chapter (28 pages). Development, service introduction, and combat actions are described. 65 photos are included along with 3 tables listing squadron service of the P-11a and P-11c, technical data of P-11 variants including those for export, and a correlation of known fuselage, evidence, and tactical numbers for 17 P-11a and P-11c. Seven pages of 1/41-scale drawings cover both the P-11a and P-11c.

The next two chapters are devoted to the Bf-109 and Bf-110.

Chapter 7 (13 pages) is a description of the fighter aircraft participation in the September Campaign. Included are 22 photos, one map, and 4 tables. The tables, particularly those listing losses and victories, will have to be studied with the help of a Polish-English dictionary before the reader unfamiliar with the Polish language can extract all the important information they contain.

Four pages of color include 5 side-view drawings of the P-7a, P-11a, & P-11c and 4-view drawings of the P-11c, Bf-109E1, and Bf-110.

The final chapter consists of reproductions of original technical manuals for the P-11c (26 pages), the P-11a (5 pages), and P-7 (5 pages). These manuals include many photos and sketches of interior and exterior details.

This reviewer's collection of books and magazines on Polish aviation extends for many feet of shelf space, but I still found this book a valuable addition to my collection. While the photos include the obligatory company

publicity shots of new prototypes, the great majority are candid shots of the aircraft in service. In addition, many of the photo are new to this reviewer. The color drawings will be particularly valuable to the modeler. The scale drawings of the P-7a, P-11a, and P-11c are excellent and should be consulted by anyone attempting to build models of any of these aircraft.

However good the rest of the book may be, the real surprise of the book is the reproductions of the technical manuals. These alone are worth the price of the book. This book is highly recommended to anyone interested in the aircraft of WWII and it is available through the SAFCH Sales Service.

The publishers are promising several other volumes on the aircraft of the September Campaign including: "Samoloty Bombowe Wrzesnia 1939" and "Samoloty Rozpoznawcze Wrzesnia 1939". If these are a good as the book on fighters, they will be even more welcome because of the scarcity of information on Polish bombers and reconnaissance aircraft. Other books in this series to watch for are: "Pierwsze Samoloty Mysliwskie Lotnictwa Polskiego" and "Samoloty Sportowe Polskiego Lotnictwa".

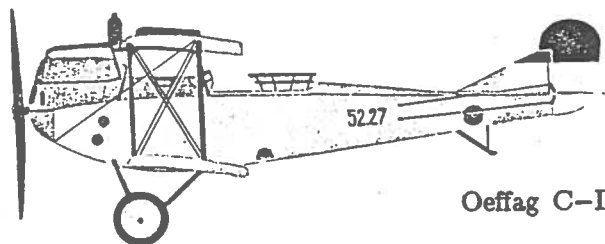
WWI Aircraft in Polish Colors

BARWA W LOTNICTWIE POLSKIM #6, Samoloty Wojskowe Obcych Konstrukcji 1918-1939, Part 1 by Choloniewski and Baczkowski. 28 pages 20 cm by 29 cm. 24 photographs and 13 pages of color drawings. Wydawnictwa Komunikacji i Lacznosci, Warsaw 1987.

The earlier volumes of the "Barwa w Lotnictwie Polskim" series have been reviewed in SAFO. The first volume covered aircraft designed and built in Poland from 1918 to 1939. The next four illustrated airliners used in

Poland from 1919 to 1987. All these issues were of similar format; a page of text and photos followed by a page of color drawings. All these issues were highly recommended.

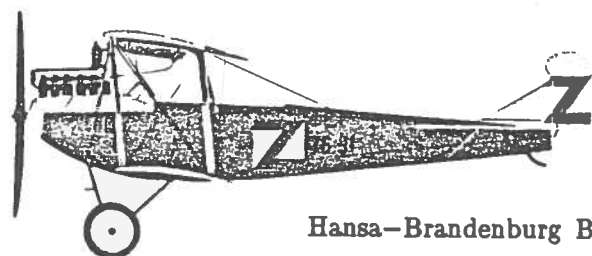
Now, SAFCH members Choloniewski and Baczkowski have combined their talents to produce the most exciting and visually appealing volumes in this series. Subtitled "Samoloty Wojskowe Obcych Konstrukcji 1918-1939, Parts 1 and 2", they are obviously the first of a series on the markings and camouflage of foreign-built aircraft in service



Oeffag C-II

with the Polish Air Force. Since these two volume cover only WWI German, Austrian, and Russian 2-seat aircraft, there should be many, many more parts to follow. Each volume will be reviewed separately.

Volume #6 covers the following aircraft: Rumpler CI, CIV, & CVII; Hansa-Brandenburg BI & CI; Aviatik CIII; Albatros BII, BIIa, CI, CIII, CV, CVII, CX, CXII, & CXV; Halberstadt CLII; Oeffag CI & CII; AEG CIV; and Lloyd CII & CV. Each aircraft is covered with text, several photos (well-reproduced for a change), and numerous attractive color drawings. As an example, the Rumpler CI has 3 photos, a color 3-view drawing of an aircraft carrying the red and white shield insignia of Warsaw (as featured on the Blue Rider decal sheet), and color side-view drawings of 7 other CIs. The other aircraft receive coverage proportional to their importance in the PAF. The Hansa-Brandenburg BI, for instance, is represented by one photo, a color 3-view drawings of an aircraft carrying the red Krakow "Z" insignia, and color side-view drawings of 2 other BIs. One of my favorite aircraft, the beautiful but neglected Lloyd CV, receives 2 photos, a color 3-view drawing, and one color side-view drawing.



Hansa-Brandenburg B-I

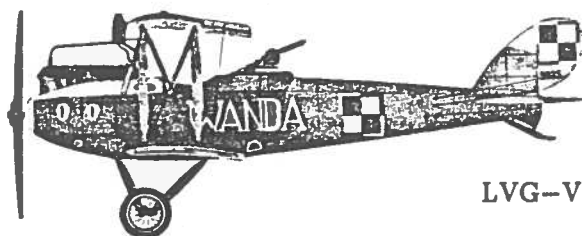
The Polish language text will be indecipherable to most enthusiasts, but those with a desire to learn more about the early history of the Polish Air Force and with access to a Polish-English dictionary will have little problem determining the number of each aircraft in Polish service, the units with which they served, and the dates of their service. Everyone, even those with a fairly extensive collection of books about Polish aviation, will find many new and interesting photos. However, it is the color drawings that make this booklet (and its companion) a must for anyone with the slightest interest either in early Polish aviation or in warplanes from the period immediately after the "The War to End All Wars". Wieslaw Baczkowski's drawings appear to

be accurate in outline and they are certainly colorful. Fortunately for the non nitpickers, I doubt if anyone can verify (or contradict) the accuracy of the colors.

In this volume there are 24 photos, 7 color side-view drawings (Rumpler CI & CIV, H-B BI & CI, Albatros CXV, Halberstadt CLII, and Lloyd CV), and 43 color side-view drawings.

My only complaint about these booklets is that, for some strange reason, the drawings are not all to the same scale. This is a shame since many of the 3-view drawings are of aircraft, such as my Lloyd CV, for which scale drawings are not readily available. However, scale bars are given on each page and with the increasing availability of enlarging/reducing copying machines, it should be a simple matter to have these drawings reproduced in any scale one's heart desires.

It is a sad comment on the plight of the modeler who enjoys building WWI aircraft that none of the aircraft depicted in the volume are available as injection-molded kits. Fortunately, several are available as vacuform kits (the Rumpler CI, H-B CI, and AEG CIV come immediately to mind). The rest will have to be built from scratch, but even here the modeler



LVG-V

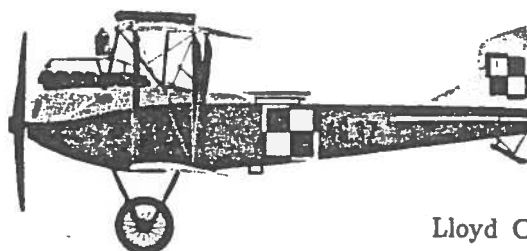
is hampered by a lack of scale drawings. (Editor's Note: Does anyone have scale 3-view drawings of the Oeffag CI & CII and the Aviatik CIII?) Even after the model is built, problems will continue in finding decals for the markings. The national insignia are available from several sources, but the ornate lettering and colorful unit and personal insignia will be a real challenge. Perhaps Blue Rider will come to the rescue.

A few of these excellent booklets (as well as the other volumes in this series) are available from the SAFCH Sales Service.

BARWA W LOTNICTWIE POLSKIM #7, Samoloty Wojskowe Obcych Konstrukcji 1918-1939, Part 2 by Choloniewski and Baczkowski. 28 pages 20 cm by 29 cm. 20 photographs and 13 pages of color drawings. Wydawnictwa Komunikacji i Łączności, Warsaw 1987.

Part 2 of this sub-series on foreign-designed aircraft in service with the Polish Air Force continues to coverage of early 2-seat German aircraft and includes one Russian 2-seat aircraft. Aircraft covered are the Anatra Anasal, DFW CV, Hannover CLII & CLV, LVG CV & CVI, and Albatros JI.

While fewer aircraft types are covered than in Part 1, these aircraft were used in



Lloyd C-V

greater numbers so that more individual aircraft of each type can be illustrated. The Anasal has one photo and one side-view drawing. The DFW CV has 2 photos, one color 3-view drawing, and color side-view drawings of 8 other CVs. The Hannover CLII has 4 photos, one color 3-view drawing, and color side-view drawings of 10 other CLIIIs. The relatively rare Hannover CLV has one photo and one color side-view drawing. The LVG CV has 9 photos, 4 color 3-view drawings, and color side-view drawings of 21 other CVs. The LVG CVI has one photo, one color 3-view drawing, and one color side-view drawing. Finally, the Albatros JI is represented by one photo and 2 color side-view drawings.

The modeler is fortunate to have two of the aircraft illustrated in the volume available as injection-molded kits: the Anasal and the Hannover CLII. The DFW CV is available as a vacuform kit from Classic Plane. Most markings will still have to be hand painted, but German lozenge camouflage for the Hannover CLII and LVG CVI is available from Americal/Gryphon Decals.

A few of these excellent booklets (as well as the other volumes in this series) are available from the SAFCH Sales Service.

Flying in the Italian Front in 1918

FP OBLT OTHMAR WOLFAN by Schroeder and Totschinger. OFH Sonderheft Nr. 15. 41 pages 20.5 cm by 28 cm; 6 photos, 12 side-view drawings, 2 maps, and a 7-page English-language summary. Os 50 (including postage) from Österreichischen Flugzeug Historiker, Kannegasse 1/15, A-1150 Wein, AUSTRIA. 1988

Othmar Wolfan began his military career when he joined the Franz Josef Military Academy in 1913 at the age 19. Lieutenant Wolfan slogged around in the trenches on the Eastern Front from 16 June 1915 until 14 August 1917, when, both mentally and physically weakened by wounds, he asked for admission to the Air Service.

He made his first flight on 30 November 1917, his first solo flight on 22 January 1918, and he received Pilot's Diploma Nr. 2094 on 2 May 1918. Sent to the Italian Front, he made his first combat flight on 1 July 1918. His flying career was short but eventful: he was shot down (sustaining only minor injuries) on 2 July, he obtained his first victory (a British Sopwith) while flying Albatros DIII 253.36 on 1 August, and he shot down a second Camel (B.6354) while flying Albatros DIII 253.02 on 5 August. On 14 September 1918, his DII crashed because of sabotage and he finished the war in a hospital recovering from a broken jaw and other injuries.

This may seem to be a rather slim combat career upon which to base a book. But, perhaps because of its limited scope it seems more human and relevant than many bibliographies of more colorful and successful pilots. The photos include the obligatory portrait of the Oberleutnant, a group photo with some of his flying comrades, and 4 photos of the aircraft he flew [Oeffag CII (at the training school at Krakow); Oeffag DIII 153.29 & 253.36; and Berg DI "8" "Gretl"].

The side-view drawings are of the excellent quality we have come to expect from the OFH and include the following: Fokker BII 03.63 & DII 04.56; Oeffag Albatros DIII 153.25, 153.42, 253.36, & 253.30; and Aviatik Berg DI 138.24, 138.54, 138.107, 138.34, 138.48, & 138.112.

At the present exchange rate of Os 1 = US

\$0.0796, the cost of this book, \$3.98, is quite reasonable. It makes an inexpensive and worthwhile addition to the books that have recently been published on the aircraft and aces of the Austro-Hungarian Empire.

Ilyushin Il-14 in Hungarian

IL-14 UTASSZALLITO REPULOGE, 60 pages, 21 cm by 29 cm. Illustrated.

This booklet was published by Malev (the Hungarian national airline) around 1984 and is the second in a series, the first being the Li-2 published in 1982. It contains 60 pages of black and white photos, scale drawings, cockpit and interior sketches, detail photos, history, and specifications. It covers the development from the Il-12 with general arrangement drawings for the different variants. Hungarian use is naturally highlighted with individual histories of each Malev Il-14. Also included is a large color photo insert of a Malev Il-14. Other countries are not ignored. One of the real treats of the issue is the 13 pages of color drawings illustrating markings of operators from Albania to the USSR.

On the negative side, the text is in Hungarian and no translation is given. Furthermore, the photos are a little muddy, but this is somewhat compensated by the photos generally being large.

This is certainly the definitive work on the Il-14 and is well worth looking for. (The only other publication on this aircraft that I know of is the TBU 'Polish Profile'.) Unfortunately, distribution seems to have been quite small. Eastern pen-pals will probably stand the best chance of rounding up a copy for you, and even they may have a tough time.

Greg Reynolds (SAFCH #105), PO Box 370841, Montara, CA 944037.

Hercules Production List

LOCKHEED HERCULES PRODUCTION LIST 1954-1990, 7th Edition, by Lars Olausson. 120 pages, 14 cm by 20.1 cm, softbound. \$6.50 from Lars Olausson, PO Box 142, S-530 32 Satenas, SWEDEN.

Since the earlier editions of this fine book have been extensively reviewed in SAFO, most recently just a year ago in #43, there is no need to go into great detail. Suffice it to say that if you're the least bit interested in the C-130 you should have this book. Tabulated, and cross referenced by country, is the history of every Hercules built.

Rather than given another detailed review, I decided to have some fun and check the Production List against the information on Peruvian Hercules appearing in the May 1988 issue of AIR INTERNATIONAL. AI states that the FAP obtaining eight L-100-20s. The Production List identifies these as c/n 4358, 4364, 4450, 4706, 4708, 4715, 4850, and 4853 which became FAP 394, 395, 396, 382, 383, 384, 397, and 398 respectively. AI has 2 aircraft lost, and the PL identifies these as 4358 and 4364 but also has 4708 crashing 830609. AI has the FAP purchasing four C-130Ds for 86/87 delivery, but the PL lists only two, c/n 3191 and 3198 becoming FAP 383 and 399 respectively. If two other C-130D are in Peru, I'm sure you'll read about them in the 8th edition.

Lars is obviously keeping his production list on a computer, so when one edition sells out, the next up-to-date edition can be published immediately. Copies of the 7th Edition can be obtained from SAFCH member Lars Olausson at the address given above. The cost

is £ 3.50 or \$6.50 (surface postage included) cash or to his postal giro account 54 16 36 - 7. "No small cheques, please, as the bank charge is \$5.00!"

Now, don't you wish that somebody was keeping a production list on YOUR favorite aircraft?

(Editor's note: Older edition of Lars' Hercules Production List are available from the SAFCH Sales Service for \$5.00 each. Unless you specify a particular edition, you will be sent the most recent edition in stock at the time your order is received. The money collected from their sale will go into Lars' SAFCH account.)

Spanish Civil War Aircraft in English

WORLD AVIATION IN SPAIN (THE CIVIL WAR) 1936-1939 AMERICAN AND SOVIET AIRPLANES by Mercado and Miranda. 24 cm by 30 cm, 288 pages, 153 1/72-scale drawings, 95 photos. English text. \$49.95 plus \$3.00 postage from Aviation USK, 602 Front St., Box 97, Usk, WA 99180.

At last the English language edition of this monumental work and at a very reasonable price. There is no indication in the advertisement if the book is hard bound or soft bound. In any case, order quickly as they are listed as being in "very limited quantity".

Douglas B-66 Destroyer

MINIGRAPH 19: DOUGLAS B-66 DESTROYER by Francillon and Roth, 48 pages 8.5" by 11", softbound. Aerofax Inc., PO Box 200006, Arlington, TX 76006. \$7.95.

"This is, by far, the most detailed account released to date describing the versatile B-66 and its many variants. For the first time between two covers, the design, flight test program, and operational history of this rugged medium bomber and electronic warfare aircraft is documented in detail. The authoritative text, assembled by two authors who are renowned for their efforts in the field of aircraft history, describes virtually every facet of the B-66 program and its related hardware. Besides the normal Aerofax coverage, this book also contains a definitive listing of all electronic warfare systems carried by the B-66 - a first in any publication. The photographic coverage is excellent, with the cockpit, crew compartments, bomb bay, landing gear, radar, and all other major and sub-systems illustrated in detail. The book contains over 20,000 words of text, over 200 black and white photos, 4 pages of color, an eight-page fold-out, and numerous drawings (including detailed multi-views and color scheme references)."

Jay Miller (SAFCH #732), PO Box 200006, Arlington, TX 76006.

New Books from the Smithsonian

SMITHSONIAN INSTITUTION PRESS, Department 900, Blue Ridge Summit, PA 17214.

The latest catalog from the Air & Space Museum lists several books that might be of interest to SAFO readers. (1) "Igor Sikorsky, The Russian Years" by Finne and translated by Hardesty. 7 in. by 10 in., 300 pages. 95 photos. \$22.50. (2) "Cierva Autogiros" by Brooks. (3) "A History of French Military Aviation" by Christienne and Lissarrague and translated by Kianka. 8.5 in. by 11 in., 532 pages, 11 color and 494 b&w illus. \$60.00. (4) "Gatchina Days: Reminiscences of a White Russian Pilot" by Riaboff. 6 in. by 9 in., 184

pages, 86 photos. \$19.95. (5) Archival Videodiscs "These laser-read videodiscs are an analog presentation in accordance with the National Television System Committee (NTSC) standard of 525 lines per image, and can be played on all laser videodisc players." Volume 1 "One hundred thousand color and black-and-white photographs of both US and foreign aircraft are arranged alphabetically by manufacturer, from the Abrams Stratoplane to the Westland Autogiro. The photographs are number sequentially, including 4,000 of Boeing, 8,285 of Curtiss, 3,495 of Douglas, and 3,310 of Lockheed. Includes a hard copy index." Five different discs are available.

Jack of All Trades - Master of All

Aeroclub is rapidly making itself indispensable to modelers. Their white-metal engines and propellers have made life much more enjoyable for both the scratch builder and the conversion specialist by reducing the time necessary to produce contest-quality models of unusual subjects. These parts also open up new vistas for producing something just a little bit special such as an AEG-IV in Polish markings with its engine entirely exposed as in a photo that has appeared in several books on the Polish Air Force. The ejection seats are a great starting point for the modelers driven to producing detailed cockpit interiors.

The addition of canopies and white-metal parts designed to replace the less detailed parts in existing kits is a most welcome addition to the Aeroclub line. I hope that they will expand this line.

Next in completeness are the Aeroclub conversion kits. The recent addition of the MiG-17 and Meteor variants to this series shows that Aeroclub really is listening to what modeler needs. Maybe someday there will be a good injection-molded kit of the Meteor Mk.8, but the finished model probably will not be much better than the model built from the Aeroclub conversion.

Aeroclub's range of vacuform kits continues to expand both in 1/48 and 1/72 scale. The latest kits in 1/72 scale are the Comper Swift, Klemm L25, and Miles Messenger.

At the upper end of the scale, are the Aeroclub injection-molded kits in 1/72 scale: DH.82 Tiger Moth, Folland Gnat F.I, Berg D.1, and Vampire T.11. The subjects are unusual and the kits are very good.

If you are not now using Aeroclub products, you owe it to yourself to try them out. If you can't find them at your local hobby store, you can find the mail-order firms that provide Aeroclub products by looking at the advertisements in FineScale Modeler or any other quality modeling magazines. Better yet, why not get your own catalog by sending 3 IRCs to Aeroclub, 1a Baker Ave., Arnold, Nottingham, NG5 8FW, England.

AVIATIK (BERG) D-1; 1/72-scale limited-run injection-molded kit by Aero 72. Aeroclub, 1a Baker Ave., Arnold, Nottingham, NG5 8FW, England. £ 4.25 plus postage.

Injection-molded kits, vacuform kits, white-metal castings, and decals all from one company - this is the versatility of Aeroclub.

The Aeroclub kit of the Berg D-1 consists of 9 parts molded in a soft grey plastic, two lengths of strut material, 6 cast white-metal parts, decals, and instructions.

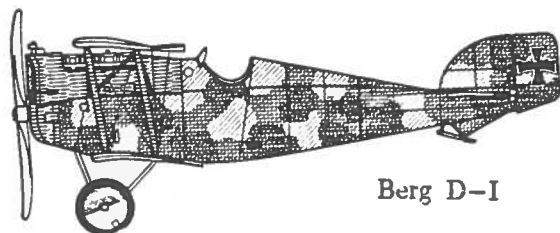
The plastic is extremely soft. At first I felt that I was carving an art-gum eraser, but I quickly learned to use a light touch and

before long I found myself actually enjoying this easily-worked material. Appropriate for the wooden fuselage of the prototype, the surface detail is sparse, consists of inscribed lines which, unfortunately, need a little cleaning up. The little windows that provide illumination to the instrument panel will need to be drilled out and the fuselage thinned down in this region.

The surface detail on the wing and tail surfaces is properly subdued. The ailerons have a realistic washout, but the trailing edge of the wings will need considerable cleaning up and the tip of the port upper wing is too thick. This latter probably occurred when the molds were forced apart by the injection pressure. I had to thin the whole wing with file and sandpaper thereby loosing all the surface detail. On the review example, the upper wing was warped providing a unnatural dihedral. These difficulties may not be common to all kits for in the letter from Aeroclub that accompanied this material, it is mentioned that this kit was produced from molds that have already produced over 1000 examples.

The strut material consists of one length with a streamlined cross section for the undercarriage and interplane struts, and a length of circular section for the struts. The white metal castings consist of a full engine (most of which will be hidden), a alternate closed cowl, a superbly-detailed radiator, a propeller, seat, and control column.

The kits is well engineered with the positions of all strut attachment points clearly marked. Cockpit detail consists of the aforementioned seat and control column, but no floor or instrument panel. Making these should be no problem, but some indication of their positioning, either on the model or in the instructions, would have been welcome.



Berg D-I

The written instructions are minimal, but sufficient for the experienced builder. A nice touch is the inclusion of the lengths (in mm) of the interplane, and undercarriage struts. The 1/72-scale drawings include a 5-view drawing of one aircraft '138.99' in lozenge camouflage and a side-view drawing of another '38.04' with varnished-wood finish on the fuselage and 'autumn-leaf' finish on the wings. Both these aircraft were flown by the Austrian air ace Friedrich Hefty of Flik 42J. The decals are printed in black and white and include wing and rudder crosses and serial numbers. The 5-view drawing will help with the proper alignment of all parts, but the representation of the lozenge camouflage hides many of the details such as placement of the rigging and control cables, so other references will be necessary.

Decals for the lozenge camouflage can be obtained from Americal/Gryphon, a detailed description of this scheme on the Berg fighter appeared in SAFO #45, and the Summer 88 issue of Windsock has an article on applying these decals to the Aeroclub kit using the color drawing in Martin O'Connor's book of Hungarian Air Aces.

D.H. VAMPIRE T. MK 11/55; 1/72-scale limited-run injection-molded kit by Aero 72. Aeroclub, 1a Baker Ave., Arnold, Nottingham, NG5 8FW, England. £ 5.60 plus postage.

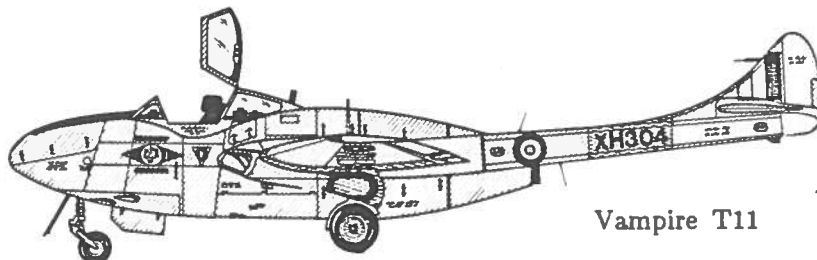
I've been waiting a long time for an injection-molded kit of the Vampire trainer. As usual with Aeroclub, this kit consists of injection-molded parts, vacuformed parts, and cast white-metal parts.

The eleven parts making up the fuselage, wings, and tail assembly are molded in an easily-worked soft grey plastic. Each wing (port and starboard) is molded in one piece with the wheel wells inset into the lower surfaces, but with separate pieces making up the lower part of the air intakes. The nose wheel bay is molded closed so it will be necessary to cut this open and box in the opening; the instructions also note that the nose-wheel leg will have to be lengthened with a piece of "Contrail tube". Each tail boom is a single molding which may have been a little too thick because they exhibit the first sink marks I've ever seen on a kit from Aeroclub.

Eight white-metal parts provide the paired seat with separate head rests, combined landing gear struts and covers with separate wheels, and a one-part nose-wheel assembly.

The vacuformed canopy is clear and thin, but will need careful painting since the markings of the frames are very light. Cockpit detail consists only of the aforementioned ejection seats, so the floor, bulkhead, instrument panel, and side panels will have to be scratch built. Since no information is given on the placement or shape of these parts, other references will have to be consulted.

The instruction sheet contains brief construction notes and an excellent 1/72-scale 5-view drawing. The decals are for the T.11 of the RAF team, the Vintage Pair, and include all



Vampire T11

markings including national insignia. Also included on the decal sheet are serials numbers (but no national insignia) for a Swiss and Finnish Vampire trainers.

The Aeroclub Vampire is an excellent small-air-force subject since the T.11 and the externally-identical T.55 was used by over twenty small air forces including Austria, Australia, Burma, Ceylon, Chile, Egypt, Finland, India, Indonesia, Iran, Ireland, Jordan, Lebanon, New Zealand, Norway, Portugal, Rhodesia, South Africa, Sweden, Syria, and Venezuela. Schemes for for T.55s in the colors of most of these countries can be found in AIRCAM #45.

MiG-17F; 1/72-scale vacuform conversion kit by Aeroclub, 1a Baker Ave., Arnold, Nottingham, NG5 8FW, England. £ 2.75 plus postage.

Since the MiG-17, in one or the other of its variant, was used by so many small air forces, it has long held a particular fascination for the modeler interested in the aircraft of the small air forces. Unfortunately, it has also caused a major frustration. As stated by Aeroclub: "Both

injection moulded kits of this famous aeroplane have faults. The Hasegawa 17 is overscale and the K.P. kit is grossly inaccurate in many respects. In addition both depict later radar equipped PF models." After major surgery on the wings of the Hasegawa kit, I've obtained something that matches the available drawings fairly well. Many articles on back-converting the kits to a non-radar version have been published, but I've never tried this because a suitable canopy could not be found. Aeroclub provides the modeler with an other alternative by producing a series of vacuform conversion kits, one each for the Fresco A, C, and D.

The Aeroclub conversion kit for the MiG-17F consists of one 10 cm by 18 cm sheet of thick white plastic (two sides of the fuselage and vertical fin), a vacuformed canopy, and two cast white-metal parts (intake and exhaust). The molding of the fuselage and tail is sharp with well-defined separation lines. While the outline of rudder is sharp, the surface detail, which consists of both engraved and raised lines, is very weak and will have to be rescribed.

The vacuformed canopy is clear and sufficiently thin, and it appears to be of the correct shape. The white-metal intake and exhaust are beautifully molded with a minimum of flash. The instruction sheet is very brief: "This vacuform fuselage replaces the K.P. kit item, though it must be stated that the wings and tail planes are not correct and require attention." A 1/72-scale side-view and top-view drawings are included and corrections to the wing and horizontal tail will have to be made by reference to this latter drawing. (The wings on the KP kit perfectly match the scale drawings in L+K 22 1974. However, these drawings differ from all other drawings I've seen including IPMS Seattle's Special Issue on Russian Jets, Detail & Scale MiG-17 book, and the Aeroclub instructions. Since these latter drawings match the available photos, I wonder what happened to the Czech drawings and kit.)

The Aeroclub conversion kits for the MiG-17 are recommended for all MiG Maniacs. If you have already made the conversion, you will want to build the Aeroclub conversion to see how their interpretation agrees with your's. If you've been putting off building a MiG-17 because of the conflicting advise available in the literature, you will want to build the Aeroclub conversion to help you determine how you might want to do your own conversions.

AEROCLUB ACCESSORIES, 1/72-scale cast white-metal parts and vacuform canopies. Aeroclub, 1a Baker Ave., Arnold, Nottingham, NG5 8FW, England. Various prices as noted.

The variety of accessories form Aeroclub continues to expand. A recently received package of review samples included ejection seats, an undercarriage assembly, and vacuform canopies.

Part EJ012 (£ 1.05) contains one Escapac ejection seat for use in A-4, A-7, F-15A, etc. The seat itself is cast in white metal and a 2.3 cm by 1.6 cm sheet of etched brass contains 6 parts for the back frame, arm rests, etc. Everything is provided except the seat belts and buckles. The cast part is sharply molded and flash free, and the brass parts beautifully etched with delicately engraved detail. This is a little kit in itself and it will be a shame to hide the finished product inside an A-4. To properly display this gem, one would have to consider a diorama of the seat being removed. I've seen photos of this procedure being conducted on a MiG-21, but never on an A-

4. However, this solution introduces other problems in that now you have to scratch build the ground equipment.

Parts EJ018 and EJ019 (£ 1.5 each) are in the traditional Aeroclub style with two ejection seats in each package. '018 is the Martin Baker Q7A for the F-104-G/S or an Iranian F-5E and it consists of 2 parts for each seat. '019 is the Type SK.1 used in the MiG-21F/PF and it has three parts per seat. No instructions here, so you'll have to find your own references.

Parts AV063 (£ 0.80) and C016 (£ 0.50) both apply to the Matchbox kit of the Mystere IV. '066 contains 5 white-metal parts to replace the undercarriage provided by the kit and '016 is a vacuform canopy for the same kit. No one needs to be reminded that the canopies on most Matchbox kits are too thick; the Aeroclub replacement is clear and well-molded and a definite improvement. When I compared the kit undercarriage with the Aeroclub parts, I was surprised how much more detail there was on the Aeroclub parts. Once you've compared the Aeroclub parts to those furnished with the kit, you will never again be able to look at a kit without wondering if the Aeroclub parts might not be better.

Part C003 (£ 0.50) is a vacuform sheet containing the two canopies required for a 2-seat Spitfire. These canopies are so good that the work of carving your own molds and doing the vacuforming yourself would not be worth the time and effort.

SERIALS FOR INTERWAR RAF BOMBERS AND FIGHTERS, 1/72-scale decals by Aeroclub, 1a Baker Ave., Arnold, Nottingham, NG5 8FW.

(Editor's note: These decals were received for review, but they are so new that no instructions or prices were included. Here is a short review for Summer 88 issue of Windsock.) "Now available in no less than eight sizes are alphabet sheets providing correctly-styled serials and prefixes for interwar RAF fighters and bombers. The sizes start at 2 mm (30p per sheet) and continue: 4 mm (40p); 6 mm (50p); 7.5 mm (60p); 9 mm (70p); 11 mm (80p); 12 mm (90p) and 14 mm (£1.10) - all these in black. White version for the 3 mm and 4 mm sizes are also available at 30p and 40p per sheet respectively."

A Bird Dog in 1/48 Scale

CESSNA 0-1E/L-19 BIRD DOG, 1/48-scale injection-molded kit by Model USA, 9353-K Bolsa Ave. (H52), Westminster, CA 92683.

"This first kit contains 73 parts which includes 3 beautiful markings (USAF, SOUTH VNAF, JAPAN AIR DEFENSE), full engine and interior/exterior details so that the model may be built with engine panels and doors open. The kit will be available at the Hobby stores by mid-July 1988."

New from Maquettes Dauzie

MAQUETTES DAUZIE, 1 Rue des Martyrs de Chateaubriand, 94490 Ormesson, France.

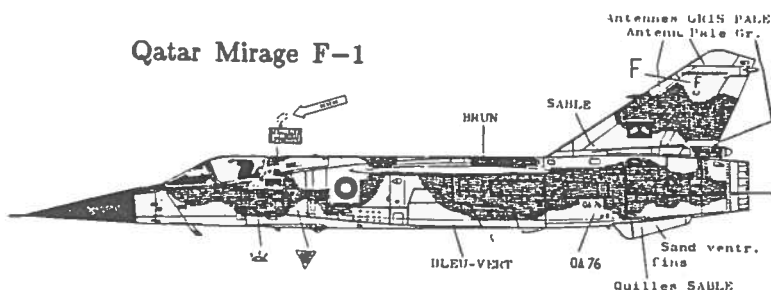
New 1/72-scale kits announced by MD are the Su-24 Fencer C (150 ff), Spitfire X/XI (95 ff), MiG-25 conversion Foxbat A & C with decals for Algeria, Lybia, & India (45 ff), and decals for the Iran-Iraq War: Iran F-14, F-4, & F-5, Iraq Mirage F-1, Super Etendard, MiG-21, & Hind D (30 ff). None of these are available for review, but see the review of MD's Su-22 in SAFO #46.

Super Decals from CMV

FOREIGN MIRAGE F-1 (ref 72.02). 1/72-decals; 14 different aircraft. 12 cm by 16 cm (2 sheets). Club Maquettiste Vauclusien. 60 ff + 6 ff postage in Europe (15 ff postage outside Europe). C.M.V. Decals, Remi Roubaud, les Vallabregues, 84510 Caumont, France. Payment only by IMO in French currency.

With this trio of decals (see below), the French Modellers Association, also known as CMV, have established itself as the foremost manufacturer of quality decals for modelers interested in something other than modern USN

Qatar Mirage F-1



similar in quality so the Mirage F-1 sheet will be reviewed completely. Then, the other two will only need comments about their content.

Tightly packed unto two large sheets are all the decals needed to completely finish 14 different Mirage F-1s representing 11 countries: Ecuador, Greece, Morocco, Lybia, Kuwait, Qatar, Spain (2), Iraq, Jordan (2), South Africa (2), and France. Even when a country is represented by two aircraft, they are in significantly different color schemes; one camouflaged and one in a single overall color for Spain and Jordan, and one camouflaged with regular national insignia and the other three-tone grey with low-visibility national markings for South Africa.

For each aircraft all markings necessary are given, including national markings; squadron insignia; serial and code numbers; rescue arrows; ejection triangles; "KEEP OFF", "NO PISE", or "NE PAS MARCHER" signs; warning stripes; and all the stenciling and symbols found on the Mirage F-1. There is absolutely no need to use any other decal sheet to complete all 14 aircraft.

The quality of the decals is faultless; the colors appear to be correct and are vivid and without bleed-through, and the registration is right on. I tried to count the number of colors used on each sheet (black, white, red, green, yellow, light blue, medium blue, dark blue, brown, orange, and gold, but I am sure that I could have missed a couple. In any case, the sheer number of colors is impressive. As an example to the attention paid to detail, the "jumping springbok" on the South African national insignia is gold and not the incorrect yellow found on most other decals for SAAF aircraft.

The instruction booklet consists of 18 pages beginning with a view showing the placement of the markings that are the same for all aircraft. This is followed by drawings, one aircraft per page, showing the camouflage scheme and placement of the decals for each of the 14 aircraft. Color information is given in both French and English and includes FS595a equivalents for all colors as well as Humbrol mixes (and another color specification with which I am unfamiliar) for many of the colors.

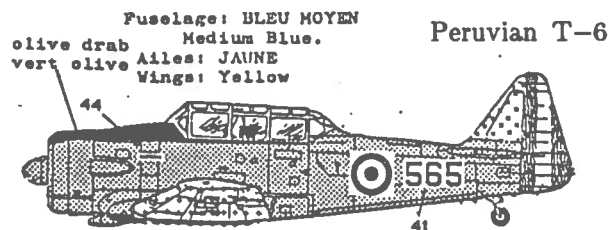
If your not inclined to build 14 models of the Mirage F-1, most (if not all) of these markings can be applied to other aircraft used

by these same countries. But, can you imagine what a collection of 14 small-air-force Mirage F-1s would look like?

The CMV Decals for the Mirage F-1 can be unreservedly recommended to all modelers small-air-force aircraft. At the current exchange rate of 1 ff equal to US \$0.17, the cost (including postage) per aircraft is only \$0.90, about what we used to pay for a set of ABT decals for one aircraft.

T-6/SNJ/HARVARD; 50th Anniversary (ref 72.03). 1/72-decals; 20 different aircraft. 12 cm by 16 cm (2 sheets). Club Maquettiste Vauclusien. 60 ff + 6 ff postage in Europe (15 ff postage outside Europe). C.M.V. Decals, Remi Roubaud, les Vallabregues, 84510 Caumont, France. Payment only by IMO in French currency.

Since the quality of these decals and instruction sheet are identical to that for the Mirage F-1 reviewed above, it is necessary to only describe the aircraft that can be made from this set. Instructions and markings are provided for 20 aircraft from 18 countries: France (Armee de l'Air and Aeronavale), US (Navy and Air Force), Italy, Canada, Lebanon, West Germany, Dominican Republic, Spain, Belgium, Colombia, Turkey, Morocco, Switzerland, Great Britain, Japan, Peru, New Zealand, and Honduras. As for the Mirage F-1 sheets, the markings for each aircraft are complete, but naturally not as numerous as for a modern jet fighter. A nice touch worth mentioning is the "natural metal" left unpainted around the tactical codes and national insignia carried by the USAF Forward Air Controller's AT-6 which was camouflaged in the field by painting olive green over the natural metal finish.



My personal favorites in the set are the Peruvian T-6 with medium blue fuselage and yellow flying surfaces, the RNZAF Harvard with wings and fuselage half pale grey (FS36440) and half orange (FS12246), and any of the overall yellow aircraft.

This is another highly recommended decal set that can either be used to make 20 Texans or the aircraft carry these national insignia. In this case, the cost per aircraft comes down to \$0.64 per aircraft.

INDOCHINA 1945-1954; Armee de l'Air et Aeronavale (ref 72.04). 1/72-decals; 12 different aircraft. 12 cm by 16 cm (2 sheets). Club Maquettiste Vauclusien. 60 ff + 6 ff postage in Europe (15 ff postage outside Europe). C.M.V. Decals, Remi Roubaud, les Vallabregues, 84510 Caumont, France. Payment only by IMO in French currency.

While not of obvious value to the dyed-in-the-wool modeler of small-air-forces aircraft, this final set of new decals from CMV is, nevertheless, worthy of consideration for two reasons: (1) It allows some familiar aircraft to be built in unfamiliar markings: Helldiver,

(continued on page 89)

SUEZ SURVEILLANCE

The Royal Egyptian Air Force during the 1930's

(Editor's note: The following article by long-time SAFO contributor Bob Massey first appeared in PLASTIC KIT CONSTRUCTOR #13 November 1987. It is reprinted here with the gracious permission of Ron Firth the editor of PKC.)

The Egyptian Air Force was formed in 1932 as part of the Army using five De Havilland Gipsy Moth trainers. Both instruction and command was carried out by RAF personnel until April 1937 when, in accordance with the Anglo-Egyptian Treaty of 1936, the command of the Air Force was taken over by an Egyptian officer. Equipment by this time had increased to include: 20 Avro 626's, a Westland Wessex, a number of Hawker Audaxes, Avro Ansons, and Miles Magisters. Further supplies were obtained from Royal Air Force stocks in 1939 consisting of Bristol Blenheims, Gloster Gladiators, Hawker Harts, Westland Lysanders, Avro Ansons, and a solitary Percival Q6. Some ex-FAA Fairey Gordons were also acquired.

These machines, together with the ones supplied in 1937, made up the equipment of two Fighter, one Army Cooperation, one Bomber, and one Bomber/Transport squadrons. There was also a Target Towing flight and a flying training schools at Almaza.

During 1939, 1940, and early 1941, the air force carried out surveillance of the Suez Canal, and anti-smuggling duties in conjunction with RAF units.

Egypt was then declared neutral and took no further part in the conflict of WWII. It is strange to note that a training flight was always undertaken when Axis aircraft were in the area and fighters scrambled!

The following drawings show some of the machines from the years of cooperation with the Royal Air Force.

Fig. A: A Westland Wessex of the No. 3 Bomber/Transport Squadron at Mersa Matruh in 1938. It is finished in silver overall with the national markings as shown in Fig. K on the upper and lower wings as well as the fuselage sides. The tail carried the standard stripping with the code in black.

Fig. B: A Westland Lysander of No. 1 Army Cooperation Squadron at Almaza in 1939. One of 18 supplied that year. It is finished in silver overall and carries the national markings in all 6 positions. The code is in black and appears on the fuselage sides and under the wings. No tail markings are carried.

Fig. C: A Hawker Audax on No. 4 Bomber Squadron at Almaza in 1940/41. Six Audaxes with Panther VIa engines were supplied in 1937 and a further 18 with Panther X engines in 1938. This machine is finished in the standard stone and earth camouflage applied to most machines at the start of the war in 1939. Its undersides are in pale blue with 6 standard roundels and the standard tail markings. The code is in black. A natural metal band has been left just aft of the cowl and the prop spinner is finished in white.

Fig. D: A Gloster Gladiator of No. 2 Fighter Squadron at Suez in 1940. Eighteen ex-RAF machines were transferred to Egypt in March 1939 to form the first fighter squadron - a further 27 being added in 1941 to equip another squadron. Some of the machines were returned

to RAF charge, however. This machine is in the wartime finish of stone, earth, and pale blue, with the standard markings and tail flash. The code is in black.

Fig. E: This shows the upper finish of Fig. D and the size and general position of the wing roundels for all machines except Figs. B & H. The roundels on Fig. B are well inboard of the wing tips and on Fig. H the wing markings are shown in Fig. L.

Fig. F: An Avro Anson of No. 3 Bomber/Transport Squadron in 1936. This machine is finished in silver overall with the standard 6 roundels and fin flash. The code in black. three further Ansons were supplied in 1939, 2 in 1942, and 3 in 1943.

Fig. G: Percival Q6. The only machine of this type used by the Egyptian Air Force, it is shown in wartime markings around 1941. Standard finish and roundels are applied but no tail flash.

Fig. H: A De Havilland Gipsy Moth. The machine was one of 5 aircraft supplied in 1931 to form the first flight of the Egyptian Air Force. These machines were trainers and combat planes carrying both dual controls and the provision for light bombs. They were later relocated to purely training after the acquisition of more modern types. It is finished in silver overall with the DeH Moth badge on the nose. A small Egyptian flag appears on the fuselage side. The national markings are a tail flash and a green band with the Egyptian emblem as shown in Fig. L. Code numbers in the series E101 to E105 were later applied and wing markings changed to those of Fig. K.

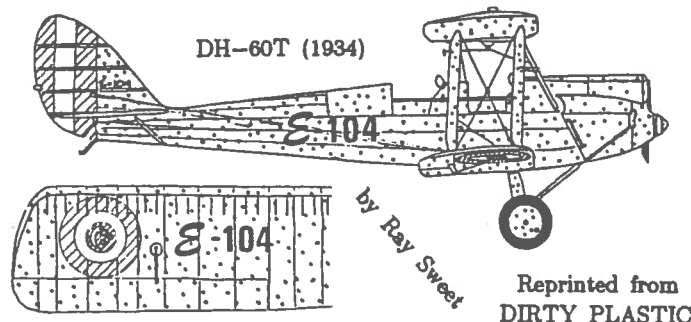
(Editor's note: Also included, as Fig. H1, is a DH-60T 'E104' in the later markings. The aircraft is silver with black codes. This drawings is reprinted from an article by Ray Sweet that appeared in the Summer 1980 issue of the late, great DIRTY PLASTIC.)

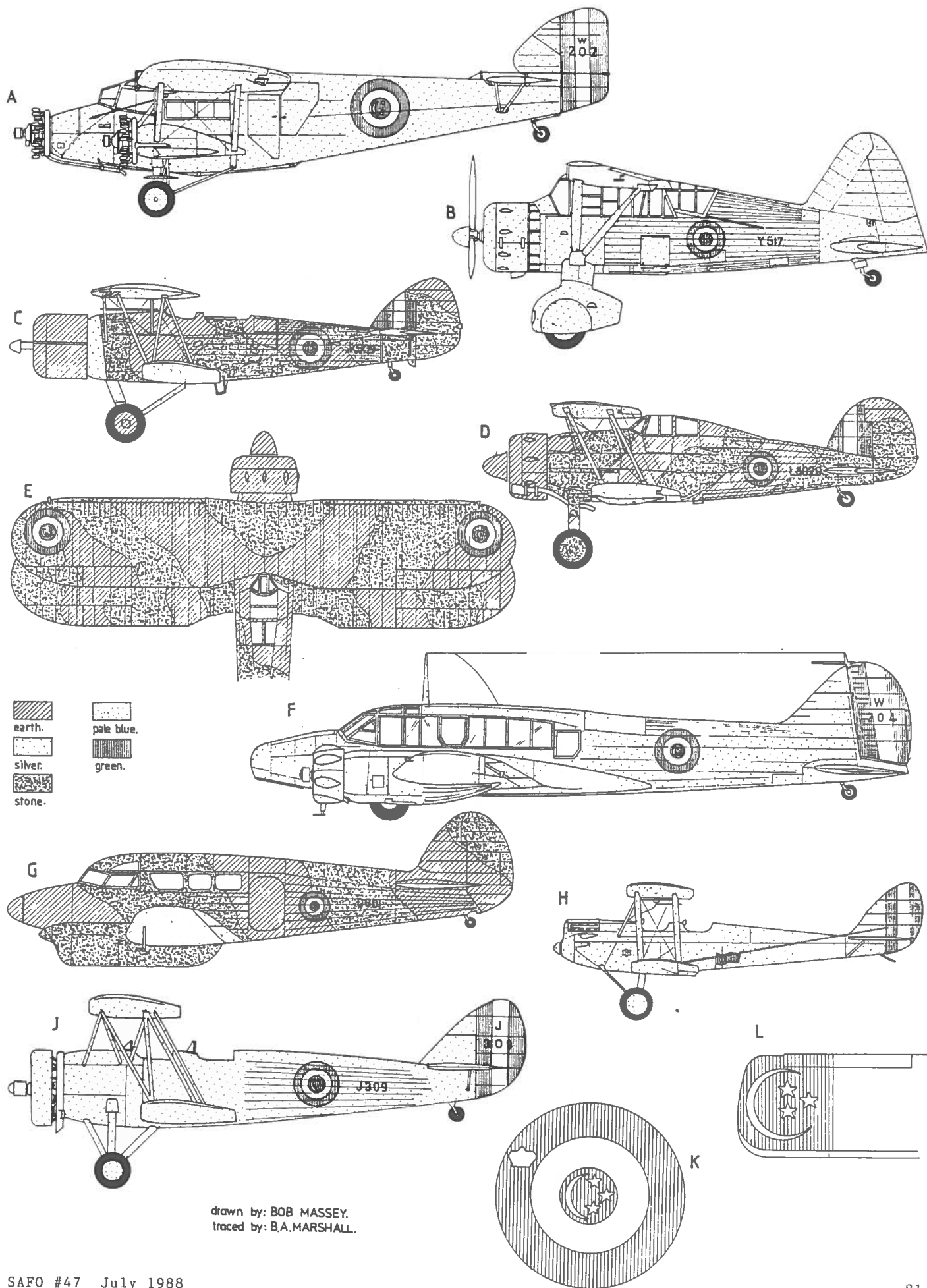
Fig. J: An Avro 626 in 1934 used for general duties. It was one of 15 supplied in 1933 and 1934. It is finished in silver overall with the usual 6 roundels and tail flash. The codes are in black, the '3' and '9' on the fin being outlined in white.

Fig. K: The standard Air Force roundel. It is green/white/green with a white crown on the outer ring and a white crescent and 3 white stars on the inner disc.

Fig. L: This is the early wing marking applied to the DeH Moths. It has a crescent and 3 white stars applied to a green wing band.

Bob Massey (SAFCH #364), 9 Worrall Ave., Arnold, Nottingham, NG5 7GN, ENGLAND





AIRCRAFT OF THE POLISH ACES

Eugeniusz Horbaczewski

Eugeniusz Horbaczewski, nickname "Dziobek" (Little Bill), was born 29 September 1917 to a Polish family living in Kiev. In 1937 he entered the Flying School at Deblin. After the September Campaign, he arrived in England after travelling through Rumania and France. He joined 303 Polish Squadron and achieved his first "kill" on 6 November 1941 when he destroyed a Me-109 over France. While in 303 Squadron, he was credited with destroying four German aircraft (2 Me-109 and 2 FW-190). In 1943 he joined the Polish Fighter Team in North Africa where he destroyed 5 more enemy aircraft (4 Me-109 and one Ju-88). In May 1943 he became commanding officer of 43 RAF Squadron. He returned to England at the end of 1943 and in February 1944 he took over command of 325 Polish Squadron.

On 18 August 1944, over Beauvais, France, his squadron tangled with about 60 German fighters and claimed the destruction of 16 enemy aircraft. Squadron Leader Horbaczewski destroyed three of the Fw-190 before he was shot down and killed.

In all, F/L Horbaczewski was credited with 20 enemy aircraft destroyed (9 FW-190, 9 Me-109, one Ju-88, and one Ar-96), and four flying bombs.

The drawing illustrates F/L Horbaczewski's P-51B Mustang with 315 Polish Squadron during June 1944. Note: Victory tallies on the port side only. Black and white invasion stripes on under surfaces of wings and fuselage. Duck egg blue codes and Black serial numbers. Recognition lights (red/green/amber) under port wing tip only.

Witold Urbanowicz

Witold Urbanowicz was born on 30 March 1908. In 1932, he graduated from the Air Force College as a Second Lieutenant and he was assigned to the 111th Tadeusz Kosciuszko Fighter Squadron of the 1st Regiment stationed near the Polish capital of Warsaw. In 1936, he was assigned to the Flying School at Deblin as a flying instructor and teacher. During the September Campaign, he flew PZL P-7, but he did not score any "victories". After Poland's capitulation, he lead his cadets to France where a new Polish Government and Army were forming. In January 1940, together with other Polish pilots, he arrived in England where the Polish Air Force was being organized anew. In the Spring of 1940, he was assigned to 145 RAF Fighter Squadron, and his first "kill" came on 8 August when he downed a Me-110 over a PEEWIT convey. In September he was given the command of 303 Polish Fighter Squadron, and during the Battle of Britain he was credited with 17 German planes destroyed. His biggest day came on 27 September 1940 when he downed 4 enemy aircraft. He scored a "triple" on 30 September 1940 and added "doubles" on two other occasions (15 and 28 September 1940). After the Battle, he was assigned to the staff of the 11th Fighter Group RAF.

In the Spring of 1941, Witold Urbanowicz organized the First Polish Fighter Wing and became its commanding officer. In 1942, he was

nominated Assistant Air Attache for the Polish Embassy in Washington, D.C., where he met General C. L. Chennault. The General, who was Commander of the 14th Air Force in China, invited Urbanowicz to China to fight against the Japanese. In the latter part of 1943, he flew to China and entered into combat flying P-40s from Kunming Air Base before he was transferred to the 75th Fighter Squadron in East China. Over China, he downed 11 Japanese aircraft.

In August 1944, he was again named Air Attache for the Polish Embassy in Washington. The war record of Wing Commander Witold Urbanowicz consists of 28 German and Japanese aircraft destroyed. After the end of the war, he stayed in the USA.

The drawing illustrates the Curtiss P-40M Warhawk W/Cdr Urbanowicz flew as volunteer fighting the Japanese in China, 1943/44. Note: The personal insignia, consisting of an orange-yellow tiger with black stripes on a white disc, was carried on the starboard side only.

Jan Zumbach

Jan Zumbach was born in 1915. After Poland's capitulation in 1939, he escaped to France by way of Rumanian and Lebanon where, during the 1940 Campaign, he served in a fighter squadron commanded by Z. Krasnodebski. Polish pilots flew MB-152 and Koolhoven FK-58 fighters. After the fall of France, Zumbach went to England - The Island of Last Hope.

During the Battle of Britain, Jan Zumbach served with 303 Polish Fighter Squadron and was credited with downing 9 German aircraft (6 Me-109s, 2 Do-17s, and one He-111). He received the nickname "Donald Duck".

After the Battle of Britain, he remained in 303 Squadron. During the Dieppe Operation, he was squadron commander. In 1944, he was assigned to command the 2nd Polish Fighter Wing. Squadron Leader Jan Zumbach finished the war with 18 "kills".

The drawing illustrates the Spitfire Vb flown by S/L Zumbach of 303 Polish Squadron, Great Britain, 1942. Note: Victory tallies and 'Donald Duck' insignia was carried on the port side only.

Boleslaw Gladych

In the second half of 1943, a group of Polish pilots were directed to the USAAF. It was a totally unofficial arrangement - whilst flying for the Americans they wore British uniforms with Polish insignia and received British rates of pay. The biggest group, serving in the 61st Fighter Squadron, 56th Fighter Group, 8th Air Force, consisted of Squadron leader S. Laszkiewicz, Flight Leader W. Lanewski, F/L Janicki, and others, but the most successful Pole was F/L Boleslaw Michal Gladych - nicknamed the "Mad Pole" or the "Flying Pole" by his American friends.

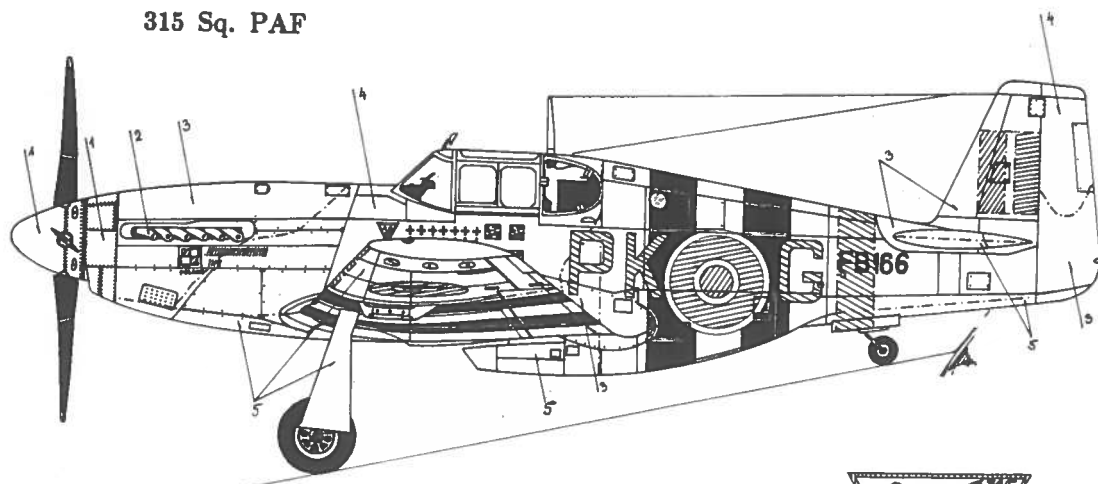
Boleslaw Gladych was born in 1918 in Poland. He entered the Flying School at Deblin in 1937, but didn't take part in the September Campaign in 1939. After Poland's defeat, he escaped to France where he served with 1/145 Warsaw Fighter Squadron. While flying a

(continued on page 89)

P-51B MUSTANG III

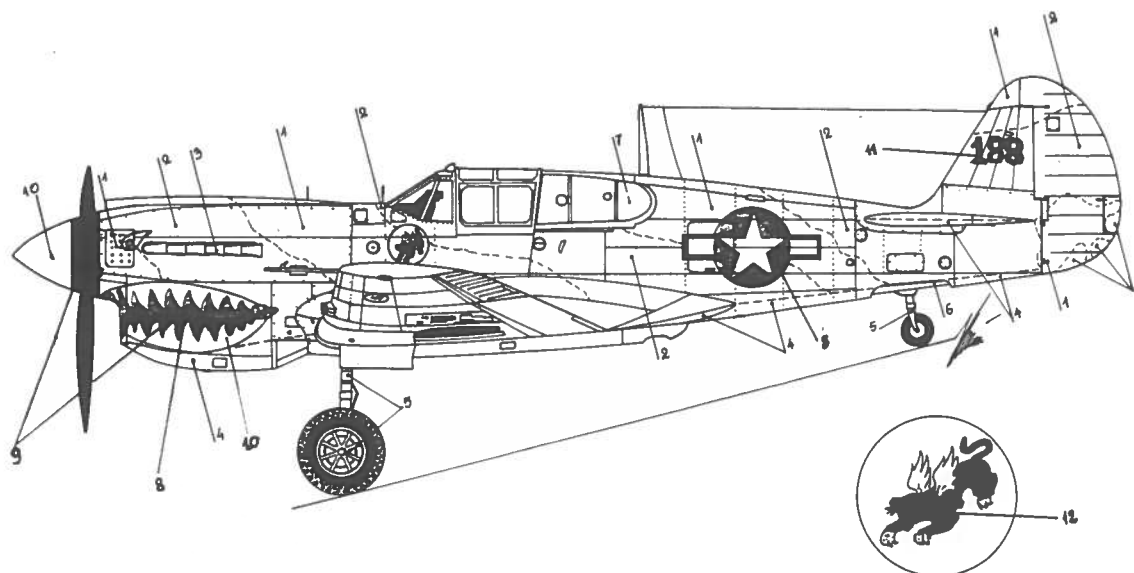
E. Horbaczewski

315 Sq. PAF



COLOURS CODE:

- | | |
|-----------------|-------------------|
| 1 White | 5 Sea Grey Medium |
| 2 Brick Red | 6 Red |
| 3 Ocean Grey | 7 Dark Blue |
| 4 Dark Green | 8 Yellow |
| 9 Duck Egg Blue | 10 Black |



COLOURS CODE:

- | | |
|------------------------|--------------------|
| 1 Medium Green | 9 Dark Blue |
| 2 U.S. Dark Earth | 10 Red |
| 3 Brick Red | 11 White |
| 4 Neutral Grey | 12 Black |
| 5 Silver | 13 Insignia Yellow |
| 6 Zinc Chromate Primer | 14 Orange Yellow |
| 7 Interior Green | |

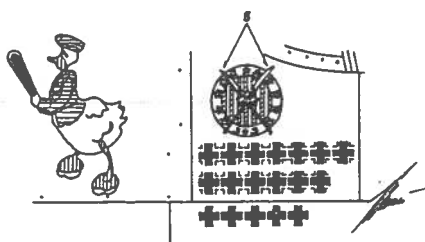
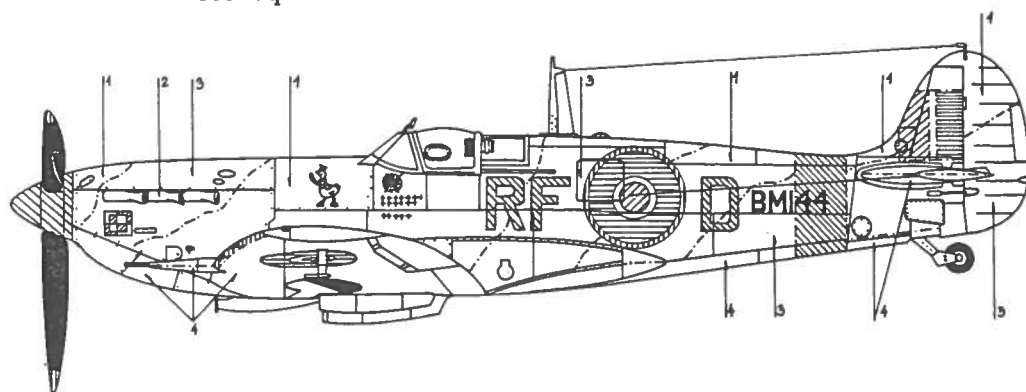
P-40M WARHAWK

W. Urbanowicz

75th F.S.

SPITFIRE VB

J. Zumbach
303 Sq. PAF

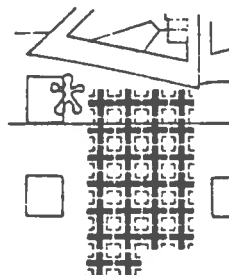
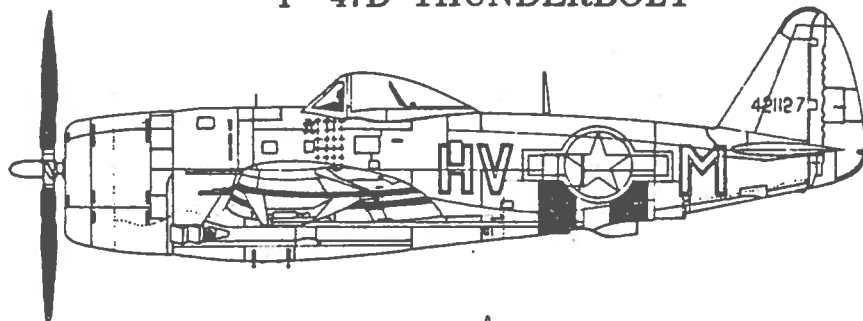


Colours code:

- ① DARK GREEN
- ② BRICK RED
- ③ OCEAN GREY
- ④ SEA GREY MEDIUM
- ⑤ SILVER

- DARK BLUE
- DUCK EGG BLUE
- YELLOW
- RED
- WHITE
- BLACK

P-47D THUNDERBOLT

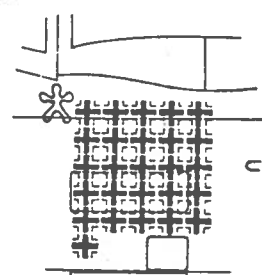
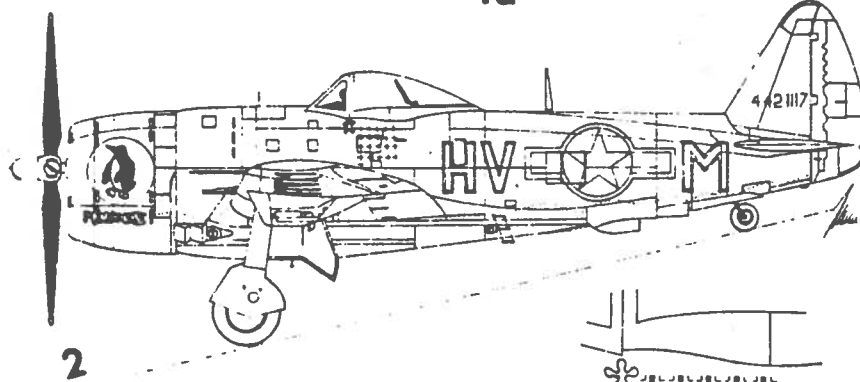


1a

1



2a



2b

P-47M THUNDERBOLT

B. Gladych
61st F.S.

Mexican PT-16 & TNCA Aircraft

"I finally had a chance to sit down and give SAFO #45 a good reading. The review of the PT-19 kit on page 19 was interesting and I was glad to see someone has finally made a kit of this aircraft. However, the illustration accompanying the review is not in the markings of the Mexican Navy. Navy PT-19's were serialized no higher than '6', e.g. 'EPF-6' on the fuselage and 'E-06', on the nose. Mexican Army Air Force examples, which were far more numerous, were serialized (for example) 'EPF-41', but 'EPF-44' and '47' are also known. Thus, the example shown is in fact an air force aircraft. Later, Navy PT-19's carried the 'EPF.' on the fin above the individual serial (e.g. '5') and large block characters on the mid-fuselage (e.g. 'E-05') without the national insignia but with rudder stripes. A good illustration of two of these can be found on page 191 (un-numbered photo page) of Ing. Jose Villela's 'Breve Historia de la Aviacion en Mexico'.

"In addition to the Latin America nations you listed as having used the type should be added: Bolivia, Ecuador, Nicaragua, Paraguay, Peru, and El Salvador. It has been said that Honduras also used PT-19's, but this was probably caused by confusion with the similar (but radial-engined) PT-23's.

"Now, I have some additions to Santiago Flores' excellent study of the TNCA which appeared in SAFO #46.

"To his listing of Serie A Biplano should be added one with the number '6' which may be part of an expanded serial. Another Serie A had number '36' on the fin and '28' on the fuselage, which should further confuse the issue.

"Another Farman F-50 bomber (some readers may be surprised that Mexico operated about nine of these large, twin-engined relatives of the 'Goliath') was '8F92' and there were also Farman F-50's with serials '2' and '5', although complete TNCA serials are not known ('5F76' and '3F74' seem possible). From this, it follows that one with the s/n '1' was likely (possibly '1F69'?).

"The aircraft listed as '1B72' almost certainly should be a Salmson Biplano Puro, although I have seen this same spelling (Salmon without the 's') on other TNCA products. Probably a transliteration at the paint shop! The type has also been referred to as 'Biplano 1-B Salmon', eleven of which have been cited. Another, s/n '7' (possibly '7B92?') has also been reported. Another variant of the basic Salmson 2A2 design appears to have been also developed by TNCA; it has been called 'Biplano Serie 2-B Salmon' and serials reported (obviously incomplete) are '2B??' and '5B??'.

"Serial '1C73' may be the aircraft referred to as the TNCA 'Biplano Serie C'. However, serial '1C31' has also been associated with this aircraft, a photo of which appears in 'Historia Grafica de la Aviacion Mexicana'. What (if any) is the relationship of '1C73' to '1C31', the Microplano Veloz?

"There appears to be an outside chance that the serial '1E82' may have been one (of two) elusive Junkers-Larsen JL-6 variants of the Junkers F-13 flown to Mexico in February 1921.

"The serial listed as '6A87' should, I think, read '6A88'.

"Avro 504 '11A103' was most likely ex-RAF 'H9578', and '37A129' was, most likely, ex-RAF 'J5493', which is known to have gone to Mexico (as well as 'E9441'). 'J5493' later went civil

as 'X-BACB', as, apparently, did a number of Army 504's.

"On the aircraft with serials ending '130', '133', and '136', I believe the correct spelling of this native name is 'Quetzalcoatl'. '3E130' almost certainly had a BMW engine.

"I have a photo of a Mexican Ansaldo, with the serial '1D??' (the 'D' in a circular TNCA 'roundel'). I believe this aircraft to be an Ansaldo A.1 Balilla - as Santiago states - rather than an SVA-5 Primo, as suggested by some others. However, this aircraft was probably in Mexico as early as 1922, as opposed to Santiago's date of 1923. In the book 'The Stinsons', on page 14, there is a photo of an aircraft identified as an Ansaldo A300 six-place, which was delivered to the Mexican Army by E. A. Stinson in 1921. There are further details on the fate of this aircraft in this book; students of the subject may be confusing this aircraft with the SVA/Ansaldo fighter.

"Is it possible that No. 4 on Santiago's list (the TNCA Serie B Parasol) and the TNCA Serie B 'El Elefante' are related? Can the date 1916 be correct for 'El Elefante'? A photo of this aircraft on page 213 of Jose Villela's 'Breve Historie de la Aviacion en Mexico' shows an aircraft of perhaps slightly later gestation, although it is clearly a biplane and not a parasol.

"One of the Brown Special biplanes had a serial which included the number '74', which fits Santiago's list. However, identifying all four (or five?) of the Brown aircraft 'Specials' may not be correct. Larry Brown sold an aircraft referred to as a 'Brown Special', which was named 'El Canario', to the government circa 1920. The other (four?) Brown (biplanes) appear to have been acquired circa 1922. Do any of our early-bird fans have any illustrations or drawings of these diminutive aircraft?

"While doing research at the Library of Congress in April, I came across old issues of the Mexican magazine 'Revista Aerea'. One had two low-quality photo (frontal and side) of a strange construction which could be the Curtiss/TNCA 'experimental' flying boat 'Mexico' Santiago mentions. It is difficult to describe, but appeared to be a large hydroplane without wings! It had lost its wings in favor of two float-like outriggers, large enough for an enclosed crew to sit upright, with large square windows on either side. The photos were undated, but the fuselage did appear to bear Curtiss influences.

"Finally, I would be more inclined to suggest the photo on page 50 illustrates an aircraft of Bleriot influence, rather than Moissant."

"The Latin American P-47 Datagraph for Aerofax is in the final manuscript stages and I hope to have the finished project into their hands by August. I can still use more photos. I am also at work on an expanded history of the Honduran Air Force, the history of Cubana, and a Latin American AT-6 Datagraph. This Fall, Part 1 (Army Aircraft) of a two-part series on Lend-Lease to Latin America should appear in the Journal of the American Aviation Historical Society, Part 2 (Navy aircraft) will follow when they have the space."

Dan Hagedorn (SAFCH #394), 912 Davie Lee, Copperas Cove, TX 76522.

Aviation Pioneers in Mexico

"I have a little more information on the background of two of the flyers mentioned in my article "Serie A Mexicano" (SAFO #43).

"George Puflea was a Romanian citizen who came to Mexico in 1912 or 1913. In 1914, he flew with the Flotilla Aerea del Ejercito Constitucionalista, taking the place of the American Charles F. Niles. The aircraft he flew was reported as a Morane, but it actually was a Moissant Tandem Military Monoplane that had been supplied to the Carranza forces.

"An article in the 20 March 1915 issue of 'Aerial Age Weekly' reported: 'Lt. George Puflea, formerly an instructor at the Moissant School, later an aviator here, was killed (18 March 1915) while dropping bombs during the fighting in the Yucatan. His aircraft fell from a height of 1500 ft after one wing buckled.' However, General Roberto Fierro, in his book 'Esta Es Mi Vida', states that Puflea survived the Revolutionary period and flew for the State of Chihuahua, and that Puflea died forgotten and in poverty, but no date is given.

"Col. P.A. Ralph O'Neil served with the Mexican Air Force as a advisor with the title 'Coronel Jefe de Instructores y Consultor Tecnico' (Col. Chief of Instructors and Technical Advisor). He served as Chief of the Air Service for one year (1922). During the De La Huerta Rebellion while he was in charge of the 3/o Escuadrilla he flew combat missions in DeHavilland DH-4s that had been acquired from the U.S. His gunner was Capt. Manuel Solis. Col. O'Neil passed away in October 1980.

"I would be glad to hear from any reader who can add information on these two pilots."

Santiago A. Flores (SAFCH #588), 569-47-9966, HHC 1/48th Inf. Bn., PO Box 752, APO NY 09091.

Quatro Vientos Museo del Aire

"The following are some notes on the activities of the Quatro Vientos Museo del Aire (Spain) during 1987:

"The full-sized replica of the I-15 from the firm of Sanchez Damian, Barcelona, will be painted in a bifurcated scheme depicting 'CA-125' of the 2a Chatos, Republican Air Force as seen at Cartagena, March 1939 on one side, and '32-12' of the Nationalist as used in the Levant until the 1950's on the other side. My research indicates that 'CA-125' was flown by Francisco Vinals Guarro, CO of the 2a Chatos (called 'Penguins' because of the cold weather during the Battle of Teruel when the pilots often had to walk). Prior to flying this aircraft, Vinals had flown 'CA-030' pictured on pages 87 and 99 of 'Nei Cieli di Spagna' by Emiliani and Ghergo. On 24 March 1938, near Quinto, Aragon, while flying 'CA-030' Vinals collided with 'CA-027' flown by Elias Hernandez of the 3a Esc. Both pilots parachuted to safety.

"Other exhibits in the Museum include: Scale models by Abellan Modelismo: 1/10-scale Polikarpov R-5, 1/10-scale Gotha 145 (CASA 1145 trainer), 1/15-scale Douglas DC-2, & 1/15-scale Bloch 210).

"Engines: M-100 used in Tupolev SB-2 from D. Jan Lutjens; Fiat A-30Rabis used in Fiat CR-32 from the Military Museum of Mahon, Minorca.

"Aircraft fragments: Parts from a Civil War I-15 found near Carrena de Cabrales, Picos de Europa Mountains, Asturias. Pieces of the tail of the CANT Z506B flown by Ramon Franco, (brother of the General) when he crashed and died, picked up by fisherman and formerly displayed at the Military Museum, Mahon, Minorca.

"Reconstructions: Model T Hucks starter of the type used throughout the Civil War, rebuilt by D. Flix Luengo Blanco. CASA 352 (license-built Ju 52) returned to flying condition for a

Flying Aircraft Section to become operational in mid-1988. From the French Victor Tatin Association a CASA 1131 (license-built Bu 131 Jungmann was received, also a Messerschmitt Bf 108 Taufun with a Renault engine.

"The Museo del Aire had 36,083 visitors in 1987."

Tom Sarbaugh (SAFCH #497), 21 Live Oak Road, Berkeley, CA 94705.

Spanish Aeronautic Museum's I-15

"The following information, based on an article in the 20 March 1988 edition of the newspaper 'La Vanguardia, Bracelona', was sent to me by Justo Miranda (SAFCH #764).

"In less than 2 months, the Aeronautic Museum of Madrid (at Cuatro Vientos) will receive a full-sized replica Polikarpov I-15 Chato (Snub-Nose) built by six retirees who have worked incessantly for two years. About 500 I-15;s flew over Spain during the Civil War. About 200 of these were license built in Catalonia, mostly at the Elizalde factory in Barcelona.

According to the article (but Justo disagrees), the idea for the replica originated with Manuel Sanchez Damian, Catalan pilot and industrialist, who contacted the Aeronautic Museum and undertook the project with five sympathetic friends, almost all of whom were veteran technicians or pilots. The subsidy was small: 3.5 million pesetas (about \$31,000) although the original cost was about 500,000 pesetas in 1936 (about \$62,000) which in today's currency would be between 15 and 30 million pesetas (about \$134,000 to \$179,000). Therefore, materials of non-aeronautical quality were purchased and the replica is intended for only static display.

"Since there is no surviving example of the I-15, Arcadio Dunjo had to move heaven and earth to get plans, photographs, and models. One useful contact was a Soviet Marshall who had flown with the Spanish Republicans. The captured I-15's were flown by the Nationalists until 1952 when the last one was scrapped. Through the tenacity of the six Republican ex-combatants and the help of the Spanish Army, and old Elizalde-built 9-cylinder engine was located. The four 7.62 cal. machine guns are replicas, painted black.

"Work goes forward in a cold little factory on the Calle de Santa Perpetua de Moguda, but the 'Siren Song' of the Chato has been heard across the frontiers piquing the curiosity of many European aeronautical museums. Mechanics Antonio Vilella and Manuel Sanchez Damian hope to build another replica that will actually fly. There is a possibility, not confirmed, of an order from London. There is also interest in flying some of the recording-breaking aircraft from the 1930's such as the Breguet XIX 'Cuatro Vientos.

"Before going to Madrid, the Chato replica will be displayed in the Royal Arsenal at Barcelona along with models for the celebration of the 75th Anniversary of Spanish Aviation from April 11-17. Enthusiasts will be able to look into the cockpit and see the instrument in Russian, faithful to details of the past.

"As with the I-16 Mosca replica at Cuatro Vientos, half the I-15 will be painted in Republican Civil War markings and the other half in post-war Nationalist colors."

Tom Sarbaugh (SAFCH #497), 21 Live oak Rd., Berkeley, CA 94705

PILATUS PC-6B IN THE AUSTRALIAN ARMY AVIATION CORPS

Fig. 1: A14-683, 171st Cavalry Flight, Holsworth Army Base, N.S.W., 1977. Gloss dark green - overall. Matt black - spinner, aerials, antennae and exhaust pipes. Dayglo orange - fin and wing tips. White - "ARMY" and serial numbers. Natural metal - undercarriage struts and propellor blades.

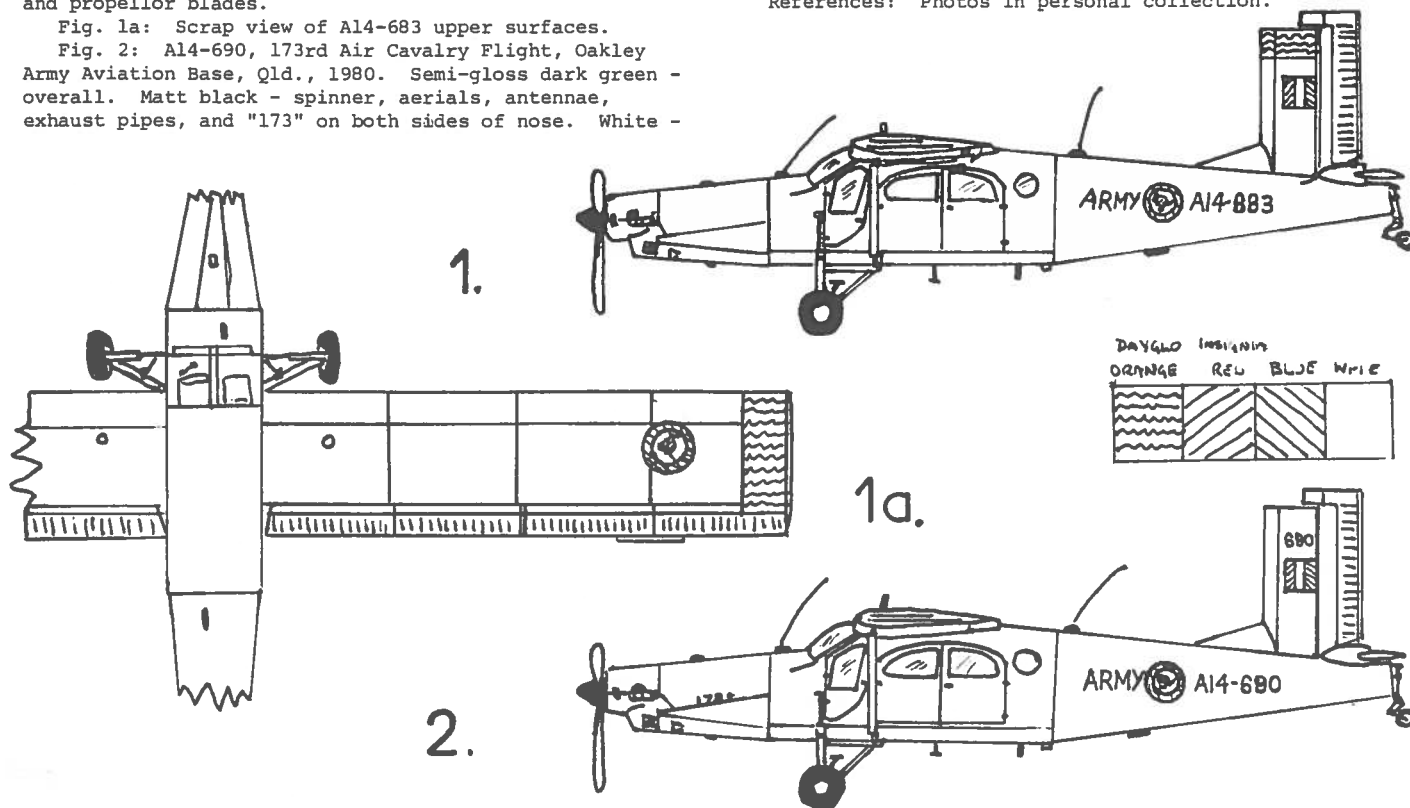
Fig. 1a: Scrap view of A14-683 upper surfaces.

Fig. 2: A14-690, 173rd Air Cavalry Flight, Oakley Army Aviation Base, Qld., 1980. Semi-gloss dark green - overall. Matt black - spinner, aerials, antennae, exhaust pipes, and "173" on both sides of nose. White -

"ARMY", serial numbers and "690" on both sides of fin. Natural metal - undercarriage struts and propellor blades.

N.B. All aircraft have extra aerials and antennae as shown. Standard roundels and fin flash.

References: Photos in personal collection.



1. C-FGYF, Haida Airlines, Vancouver Harbour, British Columbia, 1979.

Overall gloss yellow with aluminum floats and float struts. Fuselage flash, nose, tips of wings, fin, & tailplane, and fin stripe are red outlined with white. Registration number C-FGYF is white, Inscription (Haida Airlines) under the emblem is red. The emblem is black with white and orange details.

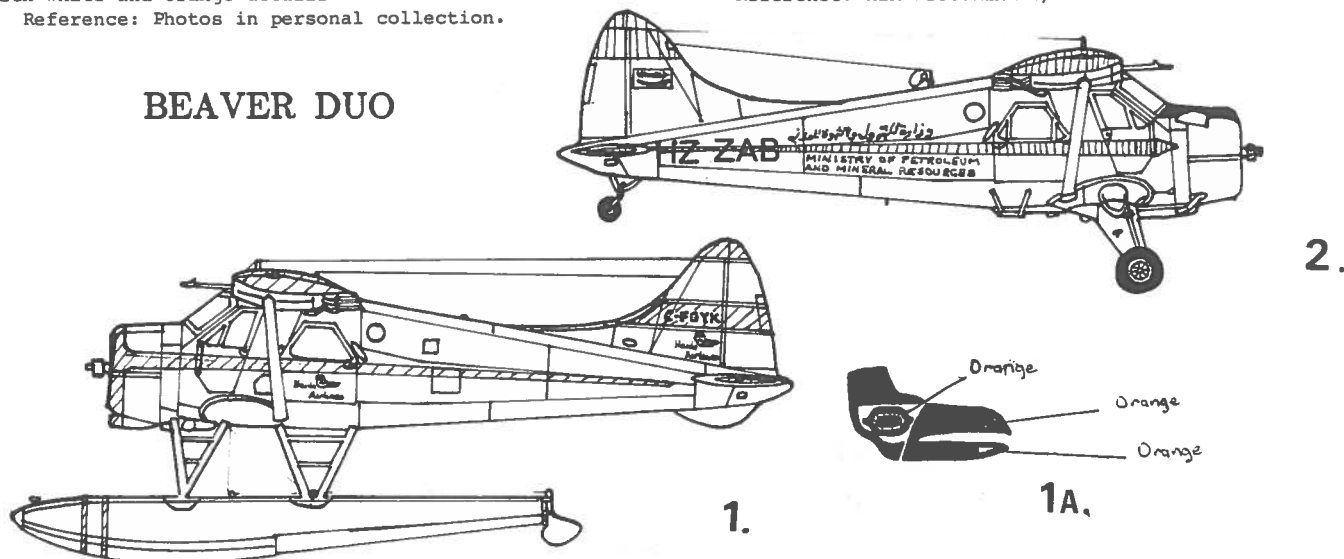
Reference: Photos in personal collection.

2. HZ-ZAB, Ministry of Petroleum and Mineral Resources, Saudi Arabia, 1975.

Overall white with black inscriptions and anti-glare panel. The fuselage stripes and tips of the wings, tailplane, & fin are yellow outlined with dark green. The Saudi flag is dark green with white sword and arabic writing.

Reference: AIR PICTORIAL 5/75.

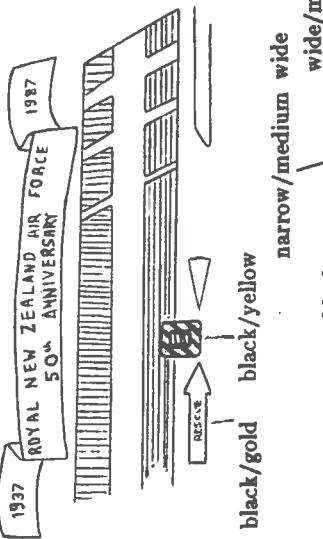
BEAVER DUO



Scroll: black lettering & border

detail of port side

red star
white outline
no border



black DANGER
white triangle
red EJECTION SEAT
all lettering stencilled



aluminium side frames

black

bare metal

red light both sides

black/yellow panel

black pylon leading edges

flap interiors black

wheel well interiors white

RESCUE arrow on probe

black

black

black

black

black

black

black

black

black

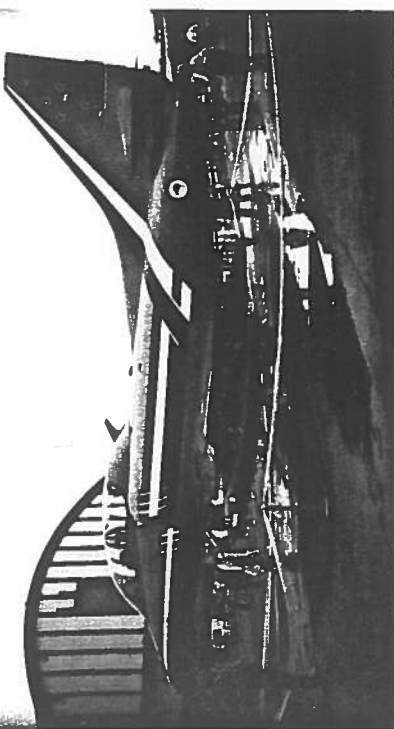
black

black

black

black

black



aluminium side frames

black

bare metal

red light both sides

black/yellow panel

black pylon leading edges

flap interiors black

wheel well interiors white

RESCUE arrow on probe

black

black

black

black

black

black

black

black

black

black

black

black

black

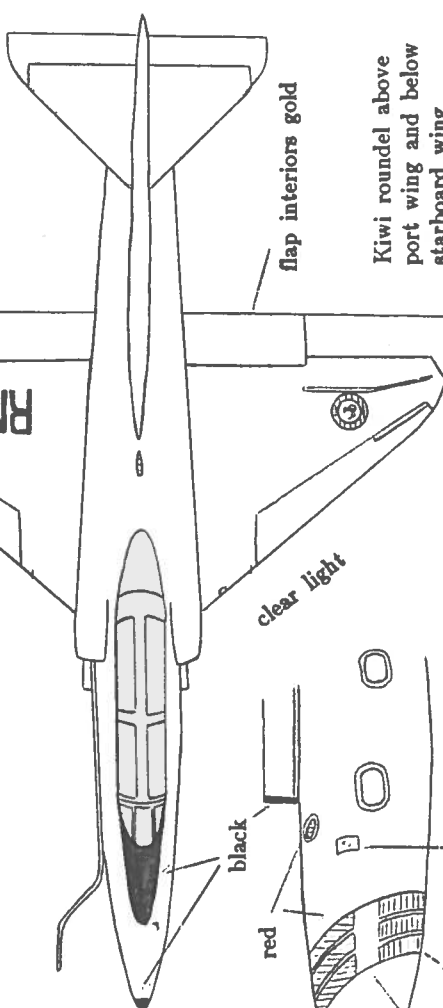
black

vortex generators

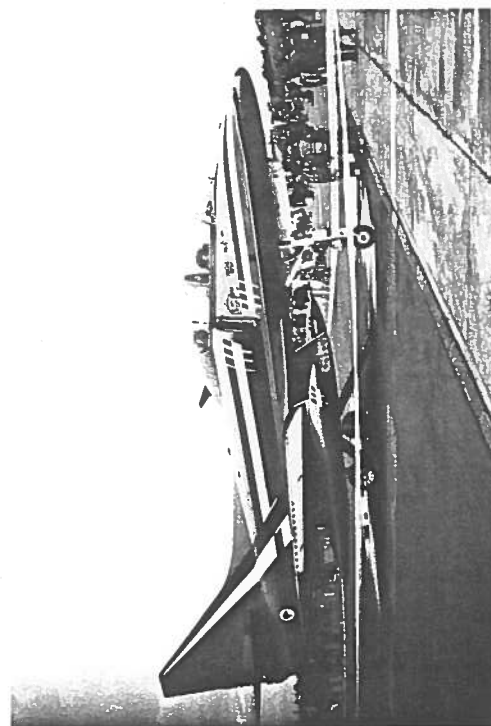
black RNZAF

above starboard

wing only



Kiwi roundel above
port wing and below
starboard wing



GOLDEN RNZAF SKYHAWK

On 1 April 1937, the Royal New Zealand Air Force, previously a part of the New Zealand Army, became an independent service. To help celebrate the Golden Anniversary of this event in 1987, the RNZAF repainted one of its five Skyhawks trainers in a special colour scheme of gold with red, white, and blue trim.

The aircraft selected, NZ6256, is one of the ten ex-Royal Australian Navy, acquired in 1984. At that time, 12 of the 14 Skyhawks originally supplied in 1970 were still in RNZAF service. NZ6256 is itself ex-US Navy.

Painted in December 1986, NZ6256 has appeared at several air shows throughout New Zealand and it was at Whenuapai on 11 April 1987 that I saw and photographed it.

The ex-RAN A-4G/TA-4G fleet have been brought up to the same standard as the existing A-4K/TA-4K force by being fitted with a brake parachute beneath the rear fuselage and a square-topped fin of slightly increased area. NZ6256 also has its gun ports covered over. All RNZAF Skyhawks are now under going a major (\$140 million NZ dollar) upgrading programme.

The basic aircraft colour is gold with a gigantic fin flash extending well down the fuselage, red leading, and a stripe running forward to the nose, red uppermost. Kiwi roundels appear in the usual four Skyhawk positions, with 'RNZAF' in black above the starboard wing; the lower port wing being devoid of all markings. The four stars of the Southern Cross on the fin are red with a white outline. The anniversary scroll is black and gold. The side frames of the windscreen, the jet pipe, the brake parachute cap, and the refuelling probe head are all various shades of aluminum. The tip of the nose, the anti-dazzle panel ahead of the windscreen, the interiors of the wing leading edge slats, the blade aerial behind the canopy, the top of the leading edge

(continued from page 82)

Caudron C-714 Gladych was shot down over German-held territory. He hid for awhile in a hospital for the insane, and while trying to get out of France he was shot and wounded by the Gestapo; but he was still able to make his way to Britain.

In Britain, he served with the 302 and 303 Polish Fighter Squadron where he flew Hurricanes, Spitfire II's and IX's. His service with the USAAF began in the autumn of 1943 by which time his victory tally stood at 15. Gladych flew five different P-47's with the 61st FS, all of which were coded 'HV-M' and carried the name "Pengie". Officially Gladych shot down 10 enemy planes while with the USAAF, but he is reported to have contributed 16 of the 56th FG's total of 647 1/2 victories. F/L Gladych finished the war with 26 kills and he was the third ranking Polish ace.

Marking and Camouflage of Gladych's P-47's: (1) P-47D 44-21127, "Pengie IV". Midnight blue upper surfaces; British sky-blue lower surfaces; red cowl, rudder, serial numbers; red codes outlined in white; natural metal windscreen; victory tallies are yellow stick figure followed by 26 white crosses with red centers. The drawing shows the aircraft as it appeared before the "Pengie" insignia was added. (2) P-47M 44-21117, "Pengie V". Midnight blue upper surfaces; natural metal lower surfaces, leading edges, canopy frames; red cowl, rudder, serial numbers; red codes outlined in white; penguin on medium blue disc; victory tallies similar to "Pengie IV". The P-

of the fin, the leading edges of the five pylon, the arrestor hook, and the small tab on the fin below the tailplane are all black. The ejection-seat warning triangle is white with red lettering and 'DANGER' in black around the edges, and appears below the rear cockpit on both sides. The aft-pointing RESCUE arrow is black on gold, and the panel it points to has a black border, five yellow and four black stripes, with a black centre on which are four rows of yellow lettering. The wheel wells and the undercarriage legs are gloss white. The drop tanks are gold with black tip, red filler caps, an aluminum data panel, and red/white/blue bands.

MODELLING: Hasegawa has 1/32- and 1/72-scale kits of the TA-4J. I am not sure about 1/48 scale, although Monogram does an OA-4M. The red used is similar to Humbrol 19 Bright Red, and the blue is about half way between 14 French Blue and 15 Midnight Blue; this shade is also used for the national insignia. The roundels are approximately 45-50 cm (18-20 in.) diameter (6.5 mm in 1/72 scale) and these can come from the Matchbox Strikemaster. The stripes can be cut from solid decals sheet and stripes, or masked and hand painted.

SOURCES: The side-view drawing was traced directly from the cover of the April 1987 issue of NEW ZEALAND WINGS magazine, while the markings on the port side of the nose and the drop tank were traced from photos that I took myself at Whenuapai. The plan view is based on a photo on the cover of the airshow programme/souvenir booklet. The article in SCALE DIMENSIONS, April 1987, contains a couple of error including the RAN serial number and the size of the upper wing markings both of which are correct above.

Paul Adams (SAFCH #773), 109 Chevalier Rd., Point Chevalier, Auckland 2, NEW ZEALAND

47M was used exclusively by the 56th FG and Gladych's aircraft was fitted with a dorsal fin and a Curtiss Electric propeller (more common on the P-47N). "Buzz" codes 'HV-M' were added under the wing after the end of the war.

Przemek Skulski (SAFCH #739) and Jerzy Kolanowski, ul. Trzebowianska 14, 53-153 Wroclaw, POLAND

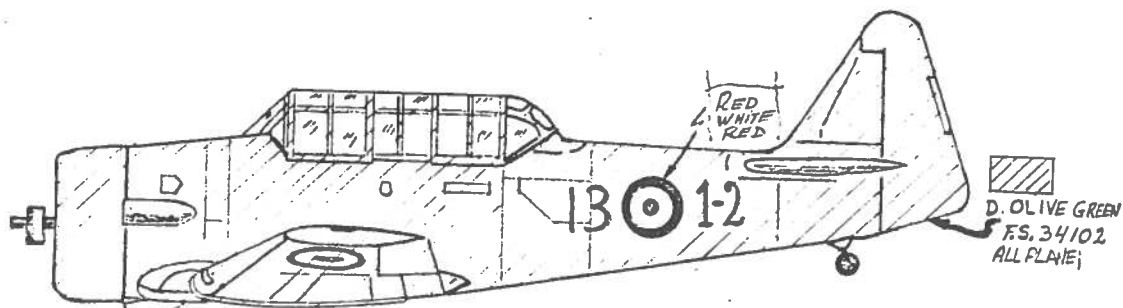
(continued from page 79)

Oscar, Catalina, Spitfire, Mosquito, C-119, Ju-52, Kingcobra, Hellcat, Bearcat, Invader, and C-47. And, (2) no collection of Vietnam War aircraft would be truly representative unless it included at least a few French aircraft.

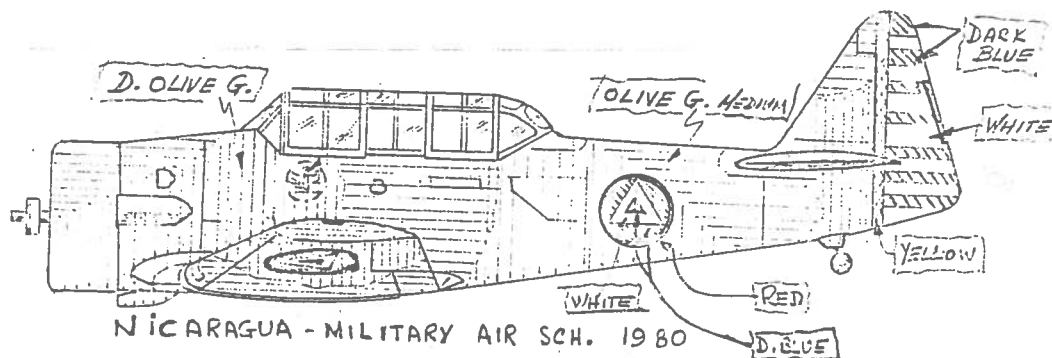
A surprising aspect of the decals is that the French roundels for the two Armee de l'Air Bearcats and the Aeronavale Helldiver (with anchor) have a black center rather than the usual French blue. No explanation of this variation is given on the instruction sheet.

This sheet does allow the broad-minded modeler of small-air-force aircraft the opportunity to build models of several attractive aircraft that did not serve with many small air forces. This includes the Oscar, Helldiver, Kingcobra, Hellcat, and Bearcat. This decal set would probably be most economical if purchased in concert with someone interested in putting together a representative collection of aircraft involved in the wars of South East Asia.

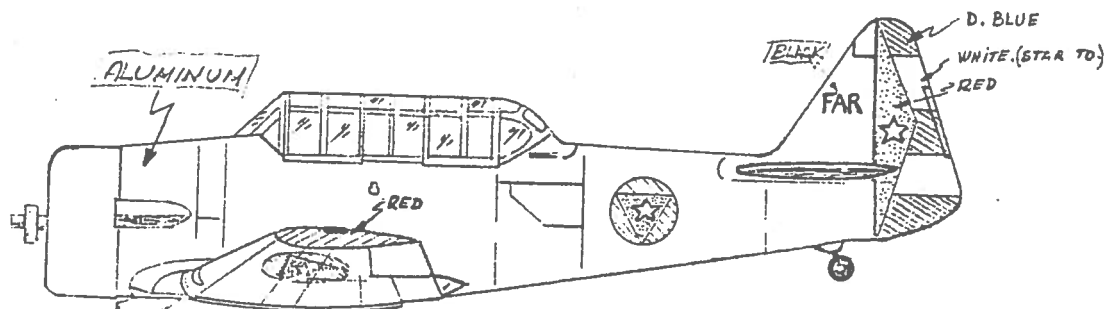
NORTH AMERICAN AT-6 IN LATIN AMERICAN SERVICE



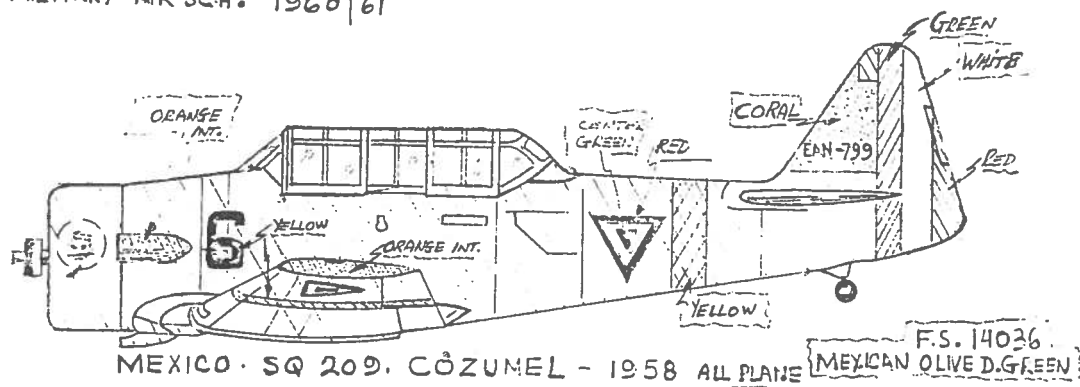
PERU - ATTACK No 13 SQ - AERIAL GROUP No 1 - 1949



NICARAGUA - MILITARY AIR SCH. 1980



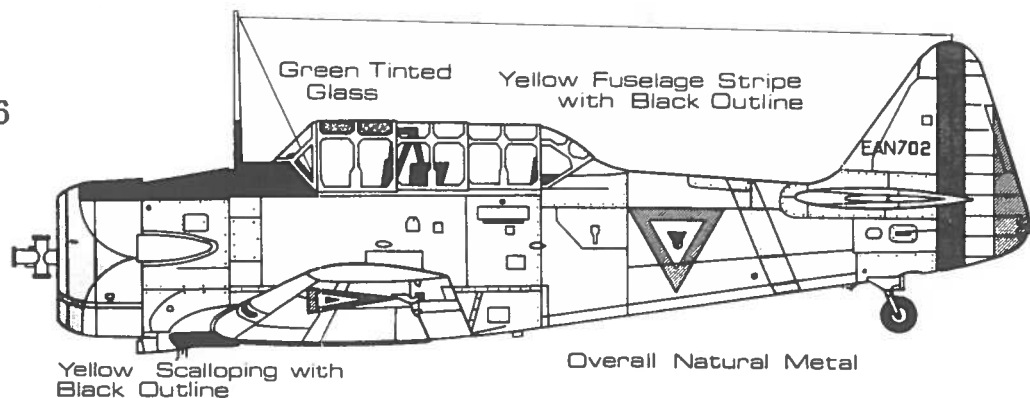
CUBA MILITARY AIR SCH. 1960/61



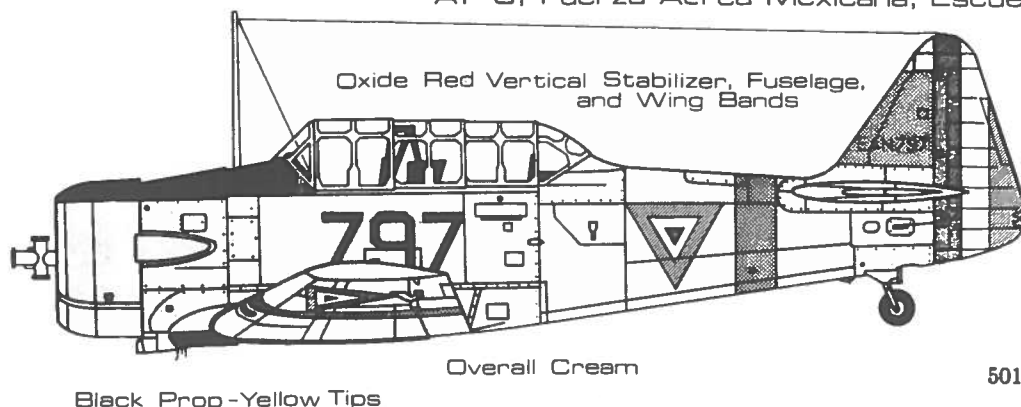
MEXICO - SQ 209, COZUMEL - 1958 ALL PLANE

Roberto Vargas C. (SAFCH #386),
A.P. 21-921, D. Coyoacan, Mexico D.F.

MEXICAN AT-6



AT-6, Fuerza Aerea Mexicana, Escuela Nacional de Aviación



AT-6, Fuerza Aerea Mexicana, Colegio del Aire

Boyd Waechter (SAFCH #339),
5018 Peebles Dr., Houston, TX 77084

Information Wanted for Book on the Vampire

"For the last six years I have been gathering material relating to the de Havilland Vampire with the intention of publishing the definitive book on the type. I have a publisher who is showing interest and providing I can provide a complete coverage we hope to go to print early next year.

"Considerable help has been obtained from MoD, A&AEE, RAE, English Electric, de Havilland, Fairey Aviation, Rolls-Royce; the air forces of Australia, Canada, France, Finland, New Zealand, Norway, Sweden, Switzerland, and Italy, plus many ex-Vampire pilots including Marshal of the Royal Air Force, Sir Keith Williamson, and Group Captain 'Johnnie' Johnson.

"My greatest problem is that of the smaller air forces which operated the Vampire and therefore wonder if I can appeal to your members for any assistance for details of service use, units, photographs, etc. The countries in question are: Austria, Rhodesia, Saudi Arabia, Portugal, Burma, India, Ceylon, Venezuela, Chile, Ecuador, Mexico, Indonesia, Japan, Jordan, Syria, Lebanon, and Iraq.

"Any help will be duly acknowledged in the book and I am quite prepared to reimburse their expenses in full."

David Watkins, 20 Oaktree Drive, Westacott Road, Barnstaple, N. Devon, EX32 OHE, England.

Romanian Air Force Returning to Roundels?

"Last year while in Romania I saw some military aircraft that had the 'star' national insignia replaced by the pre-war roundel of dark blue (center), yellow, and red. I have slides of an Alouette III and a Puma carrying this roundel. Other aircraft I saw bearing this roundel were a An-30, several Mi-4 (which were in a 2-color brown camouflage), and a MiG-23 or MiG-27 (in a very dark camouflage color), and a MiG-21 of undetermined type (overall silver with the roundel on the fuselage and tail).

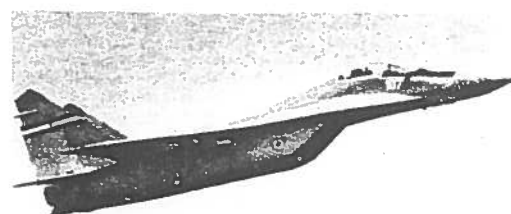
"Perhaps one of our other members can confirm these observations."

Calsyn Frans (SAFCH #845), Oude Staarsbaan 21, B-9991 Maldegem, Belgium.

Yugoslav Fulcrum

"Enclosed please find a photo of a MiG-29 in Yugoslav markings. It comes from a Yugoslav paper and it constitutes the first official announcement by the authorities of Yugoslav possession of the aircraft. The aircraft were shown to the public at the Air Force Anniversary Day 14 May 1988 at the city of Zagreb."

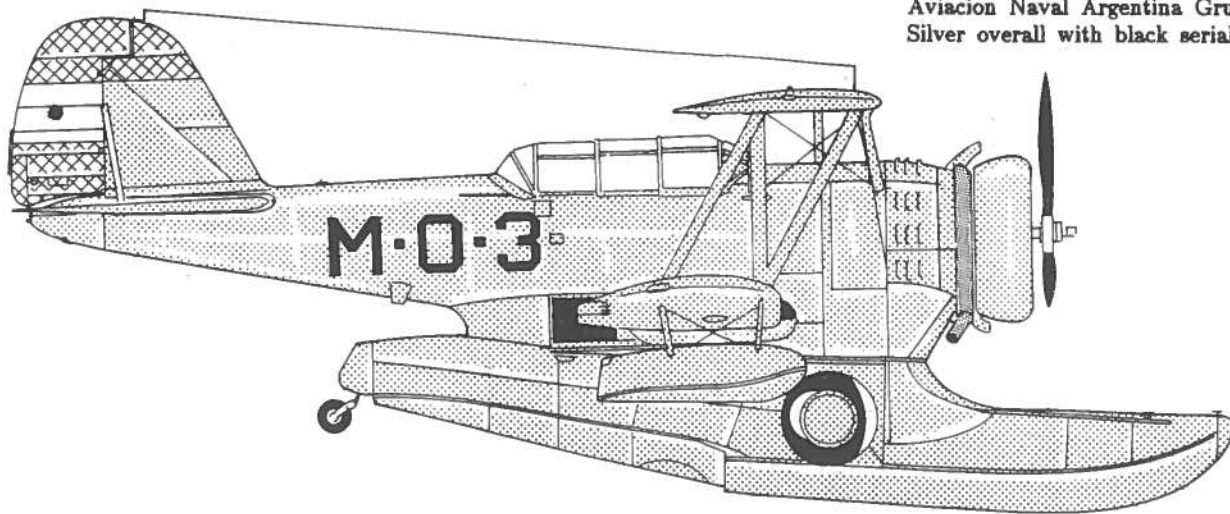
Miro Stomar (SAFCH #594), 23 Hallbrook Dr. S.W., Calgary, Alberta T2V 3H5 Canada.



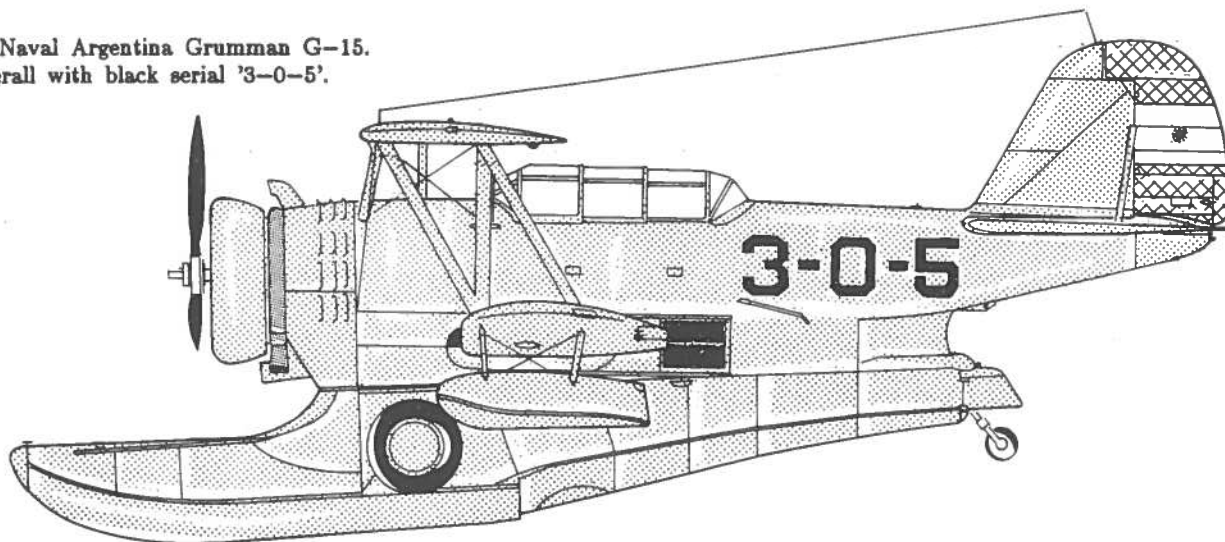
WARBIRDS

BELLIGERENT DUCKS

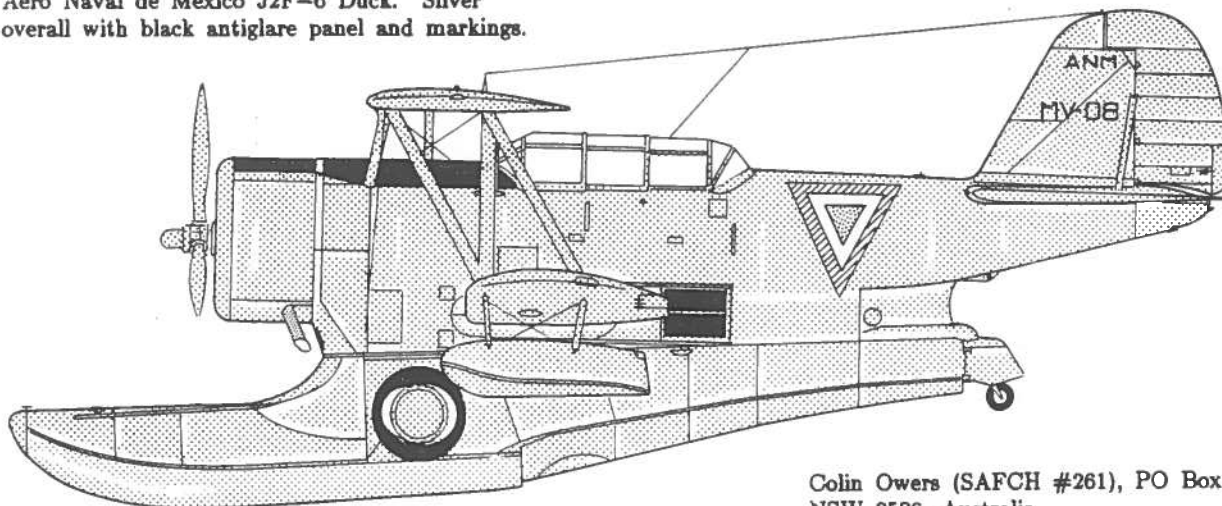
Aviacion Naval Argentina Grumman JF-2.
Silver overall with black serial 'M-0-3'.



Aviacion Naval Argentina Grumman G-15.
Silver overall with black serial '3-0-5'.



Aero Naval de Mexico J2F-6 Duck. Silver
overall with black antiglare panel and markings.



Colin Owers (SAFCH #261), PO Box 73, Boorowa,
NSW 2586, Australia